"All the News That's Fit to Print."

The New York Times.

With FINANCIAL REVIEW and QUOTATION SUPPLEMENT

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With FINANCIAL REVIEW and QUOTATION SUPPLEMENT

THE WEATHER.
Fair, winds mostly northwesterly.

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THE NEWS CONDENSED.

Cash wheat, No. 2 red, $1.06⅝; cash corn, No. 2 mixed, 36⅝ cents; cash cotton, 6 5-16 cents.

FOREIGN.—There is a great patriotic outburst throughout Greece over the escape of King George from assassination. The would-be assassins have not been arrested. Lord Salisbury, the British Premier, is confined to his room at Hatfield House by a slight indisposition. Frederick Tennyson, brother of the late Lord Alfred Tennyson, is dead.—Page 7.

Page 1.

William Warren dived into a shallow plunge in the Lafayette Place Baths, and died three hours later in St. Vincent's Hospital of a fractured skull.

H. H. Hanna expresses confidence of action by Congress on the financial question along the lines recommended by the Indianapolis Convention.

The disabled French steamship La Champagne was towed into Halifax Harbor yesterday by the freight steamer Roman, having been picked up at sea drifting helplessly. Her anchor cable had parted.

The Japanese Government has decided that foreign capital is needed to develop the resources of the country, and is prepared to welcome investors. A plan is under consideration for the establishment of a Japanese-American bank.

Page 2.

The Central Labor Union adopted resolutions yesterday favoring the erection of a monument to the Maine victims.

Dr. Parkhurst considered the Maine disaster at the Madison Square Presbyterian Church, and quoted Scripture to direct the people in performing their duty toward Spain, Cuba, and Armenia. The Rev. Henry Frank preached on the Maine at the Berkeley Lyceum.

Señor Polo y Bernabe, the new Spanish Minister to the United States, will sail from Gibraltar for New York to-day. It is announced that upon his arrival in Washington he will resume the negotiations looking to a commercial treaty with special reference to Cuba.

Page 3.

Republican leaders in the House hope that Congress will adjourn early in May.

The Canadian Pacific is said to have made a proposition to the American roads to end the Western rate war.

Lieut. Guinalen of La Bretagne accidentally broke Mrs. Fritz's wheel in a collision, and was arrested on her complaint.

The Woodside Water Company, through its President, has written to Commissioner Dalton offering to supply Long Island City with water until May 1.

The Democratic press of the State, including both the Bryan and anti-Bryan papers, urge that the campaign next Fall be made solely on State issues, and that the currency question be ignored.

Paul D. Cravath, Chairman of the Union League Club Special Committee on Primary Election Legislation, issued a statement last night to the effect that a bill, apparently satisfactory, had been drafted, and that the Executive Committee of the Republican General Committee of Erie County had indorsed it.

The sessions of the State Legislature this week will be devoted largely to routine work on local bills. It is expected that the Primary Election Reform bill will be introduced, and action will be taken on the Ellsworth Newspaper bill and the Cantor dollar-gas measure. Richard Croker's flop on the question of biennial sessions is attributed in Albany to the influence of David B. Hill.

Page 4.

Miss Westropp, the young Irishwoman whom the Boston police were asked to find, was married Saturday in Milford, Mass.

A New York syndicate is negotiating for the purchase of the Housatonic River water rights, with a view to using them for the development of electric power.

The Commercial Travelers' Fair will be opened in the Madison Square Garden to-night by Chauncey M. Depew, and Mayor Van Wyck is expected to be present.

Magistrate Pool, in the Centre Street Police Court, granted the application of Henry Brown, complainant, to have a hearing adjourned, in order that he might attend his wife's funeral. The money Brown had for flowers was stolen.

Page 5.

The steamer Manitoban has arrived in port from Norway with Lapp reindeer and drivers, for the Klondike relief expedition, in charge of Dr. Sheldon Jackson.

Dr. R. Boeck of Dresden, Germany, the noted explorer, lectured before a large audience at the Liederkranz Hall on "India and the Hindus." The lecture was illustrated with nearly 200 stereopticon views.

The British steamer Legislator was burned in mid-ocean Feb. 16. Six of her crew lost their lives. The survivors of the crew of thirty men and two passengers reached Boston yesterday on the fruit steamer Flowergate.

Assistant Secretary Davis of the Department of the Interior has modified the action of the Board of Revision of the Pension Bureau, under Hoke Smith, by practically deciding that the veterans then dropped from the list may have a re-examination.

It is reported by the steamer Topeka, which arrived at Seattle last night, that a number of soldiers were killed and others injured last Sunday at Juneau, where the Oregon, in which they were passengers, went ashore. The Oregon came off at high tide uninjured.

Page 7.

William M. Singerly died yesterday in Philadelphia.

Page 10.

James Shields demanded $1,500 from William Kelly in a stable in Brooklyn. He was overpowered and locked up.

The Rev. Dr. Lyman Abbott in Brooklyn last night held that man has been developed by God from an animal race.

Peter Hern, clerk of the Palace Hotel, at 288 Bowery, was stabbed, perhaps fatally, last night by Allen Kavanagh, who had been turned out.

Residents of Homewood, Brooklyn, have been terrorized by "long and short" burglars, who have succeeded in getting but $11. The locality's "long and short" watchmen have so far failed to catch them.

The congregation of the Brick Presbyterian Church, 410 Fifth Avenue, yesterday celebrated the fifteenth anniversary of the pastorate of the Rev. Dr. Henry Van Dyke. The great new electric organ of the church was also dedicated in his honor.

Superintendent of Banks F. D. Kilburn will submit to the Legislature to-day his report for 1897. He devotes especial attention to the savings banks and urges the necessity of fostering them. In counties which have these institutions one person in every three is a depositor.

Arrivals at Hotels and Out-of-Town-Buyers.—Page 5.
Marine Intelligence.—Page 3.
Yesterday's Fires.—Page 3.
Court Calendars.—Page 5.
Deaths by Fire.—Page 3.
Real Estate.—Page 9.

SALVATIONISTS RUN DOWN.

MOUNT VERNON, N. Y., Feb. 27.—John Feeney, a contractor, while driving at a rapid rate down South Fourth Avenue tonight, dashed into a detachment of the Salvation Army, which was kneeling in the street praying. Capt. Traub was run down and knocked over. He received a severe scalp wound. Several others were knocked down, but not injured. Feeney was arrested for reckless driving.

NEBRASKA LOSES ITS CASE.

OMAHA, Feb. 27.—The jury in the case of the State against the bondsmen of ex-State Treasurer Bartley returned a verdict for the defense this evening.

The amount sued for was $555,000. The case was on trial nineteen days, and was given to the jury Friday evening. The Court's instructions were in effect that a verdict for the full amount should be returned in favor of the State.

There was much surprise when the verdict was read, even the Court expressing satisfaction. The State will move to have the verdict set aside.

LA CHAMPAGNE IN PORT

Towed Safely Into Halifax Harbor by the Big Freight Steamer Roman.

WAS DRIFTING WHEN PICKED UP.

Her Anchor Cable Had Parted in the Storm—The Saloon Passengers and Mails Will Be Sent Here by Rail To-day.

HALIFAX, N. S., Feb. 27.—The three hundred and more passengers on board the French Line steamer La Champagne will rest more soundly to-night than they have done for ten days. After drifting for five days on the Newfoundland Banks with her engines disabled and her tail shaft broken, the big Boston-bound freighter Roman, from Liverpool, came along, picked her up, and brought her into Halifax without further mishap of consequence. The two steamers came into port this afternoon.

The saloon presented an animated scene when a reporter went on board, as the passengers were eager to learn what anxious friends in New York had thought of the detention of the steamer, and all about the rescue of the brave men who had left it in a lifeboat to seek aid. All were glad to tell their experiences. On the 17th, the day on which the shaft broke, the passengers were passing the time pleasantly, and the ship was steaming fast against the head seas, when, suddenly, about 5 P. M., a tremendous crashing sound was heard below. The passengers were greatly alarmed.

The ship began to slow down and heavy poundings shook the whole craft. Capt. Poirot quickly calmed the passengers, and soon it was discovered that the tail shaft had broken. The engines worked with tremendous force and rapidity when the resistance of the screw was removed, and before they could be stopped considerable damage was done in the engine room. Finally the engines were stopped, after the piston and connecting rods had snapped and other damage was done.

Thought He Could Make Repairs.

Capt. Poirot announced that the damage could be repaired, and the steamer would proceed at 1 o'clock the next day. She was put about, but after further examination it was found that repairs could not be made. Nothing remained to be done but anchor. La Champagne was then in latitude 45.35, longitude 51.47, just in the track of outward-bound steamers. The passengers and crew were hopeful of being sighted by some passenger steamer, but a thick fog closed in, blighting their hopes. The steamer kept up a continual blast and discharge of rockets, but no answer came to their signals, and on Friday the Captain dispatched a boat containing nine men and the third officer to look for help.

That night a fierce gale sprang up and heavy seas dashed against the big steamer. The anchor chains strained and the ship was tossed about dangerously. After midnight the gale increased in fury, and about 4 o'clock Saturday morning the anchor cable parted and the ship drifted southward.

The situation was critical in the extreme. The passengers were terrified at the thought of their helpless condition, adrift on a disabled steamer in midocean. The vessel was driven southward at the rate of fifty miles daily.

La Champagne drifted in this way from Saturday morning, Feb. 19, until Wednesday, the 23d. Night came on and the wearied passengers had most of them retired, when near midnight the welcome cry of "A sail!" was heard. It re-echoed from lookout to cabin and steerage, and every soul on the big ship rejoiced. Two steamers were sighted several miles away, one directly before La Champagne and the other on the port bow.

Rescue Comes at Last.

La Champagne's guns boomed forth, her rockets flared up, and her red fires burned. The steamer in front gave answering signals, and bore down rapidly upon La Champagne. She proved to be the Warren Liner Roman, bound from Liverpool to Boston. The Roman stood by La Champagne, and at once Capt. Poirot went aboard, and made arrangements with Capt. Roberts to tow him to the nearest port, which proved to be Halifax. The Roman passed a steel cable to La Champagne at noon Thursday, and the two steamers started for this port.

The first day the towing hawser parted three times, but little delay was experienced. Finally a start was made. La Champagne was picked up in latitude 44.02, longitude 54.33. Fine weather was experienced until to-day, when a snow flurry started up, and the steamers had to proceed slowly.

A subscription was made up on board for the men who so bravely manned the lifeboat and started in search of help and the sum of 5,000 francs was quickly realized. When La Champagne was entering Halifax Harbor an address was presented to Capt. Poigot, signed by all passengers, and he made a suitable and modest reply. The accident to La Champagne is a most serious one, and will necessitate the ship going into dry dock.

The work of towing the big vessel to Halifax was not an easy task for the Roman, although she is also a large vessel. Soon after anchoring his prize Capt. Roberts paid a visit to Capt. Poirot on board the French steamer. As soon as his presence on board became known in the saloon he was quickly surrounded and had thanks and congratulations showered on him from all sides. He made a little speech before returning to his own ship, saying that he had only done his duty. "But remember, ladies and gentlemen," said he, "it was my steel rope that got you here." He then bade them adieu, saying he wished to continue on his way to Boston as quickly as possible.

La Champagne's mails, consisting of 250 bags, were landed here to-night and put in charge of the Post Office authorities, and they, with the saloon passengers, will be forwarded to New York, leaving here at 8 o'clock to-morrow morning.

REJOICING IN THIS CITY.

Anxiety of the Passengers' Friends Relieved—Sailors Sent to the Hospital.

The New York agent of the Compagnie Générale Transatlantique yesterday afternoon received a dispatch from the company's agent at Halifax. It read:

"La Champagne arrived at 3 P. M. Towed in by steamer Roman."

The message was immediately placed on the bulletin board at the entrance of the company's pier, and the crowd of anxious friends and relatives of the passengers on the unlucky ship, who had been besieging the offices at the pier throughout the day set up a cheer and dispersed. Although the message did not say so, it was taken for granted that the passengers and crew were safe and well.

And thus ended the grave fears for the vessel which since departing from Havre Feb. 12 has passed through a remarkable series of vicissitudes. The vessel should have arrived here Feb. 20, and her prolonged delay caused the utmost anxiety among the relatives and friends of her passengers. The first authentic news of her after a week of suspense was brought into port Saturday night by her Third Officer, Georges Unsworth, and nine of her crew, who arrived on the Holland-American liner Rotterdam.

Third Officer Unsworth and his men had left La Champagne in a lifeboat shortly after noon of Feb. 18 in search of aid. The vessel had broken her tail shaft, and had anchored helpless off the Newfoundland Banks at 5 P. M., Thursday, Feb. 17. The men, after having been tossed about in their frail craft for six days, were picked up in an exhausted condition by the Rotterdam.

Plans for Rescue Made.

The news brought in by Officer Unsworth tended to allay somewhat the fears of the anxious ones here, but the position of La Champagne, buffeted by the winds and sea and ice, was a dangerous one. Agent Bocande and all the principal officers of the line here remained at the pier all day yesterday arranging for the relief of the helpless vessel. The steamship Massapequa, which sailed for Amsterdam in the morning, was ordered to steer a course which would bring her within hailing distance of where La Champagne was last seen, and if the latter needed assistance to help her.

The tug Newfoundland left Louisburg, Cape Breton, to search for the vessel. The steamer Pro Patria, which plies between Halifax and the French islands Miquelon and St. Pierre, joined in the search, as did also the wrecking steamer Lunenburg of Halifax. Arrangements were being made by several wrecking and towing companies of this city to send out vessels, when it was learned that the big liner had arrived safely in port.

Agent Bocande immediately upon receipt of the news that La Champagne had been towed in, telegraphed to the company's agent at Halifax to forward the cabin passengers at once to this city by rail. He said yesterday afternoon that no arrangements had as yet been made for the disposition of the steerage passengers. They will be kept aboard La Champagne for the present, and probably transferred to New York by steamer. He could not say whether La Champagne would be repaired in Halifax or towed to this city. This will be determined after the vessel's commander has submitted his report, which is not expected until to-day.

"The Captain, after what he has been through, should go at once to bed," said he, "and I do not expect his detailed report until later."

The Warren line steamer Roman left Liverpool for Boston Feb. 16, and it is thought that La Champagne's position as reported by her third officer was directly in the Roman's path, and that she had not drifted or sent out another small boat to search for assistance. The Roman has a net tonnage of 2,848, and was able to tow the Frenchman easily. Her salvage will amount to a snug sum.

Condition of the Brave Sailors.

Third Officer Unswarth and Second Quartermaster Julian Camards of the disabled liner reported on the French Line pier yesterday. The gallant third officer showed few effects of his fearful exposure, except that the skin was peeling off his nose. Camards's hands were blue and stiff and swollen from the frost, but were not bandaged, and he said that his feet permitted him to walk, though with some difficulty. He said the sailors still suffering most from frost bite were Auge Creur and Jean Louis Kanquy.

Third Officer Unswarth had little to add to the story already told of the terrible experiences of himself and his mates in the lifeboat. Unswarth is a blue-eyed, rosy-cheekled sailor, with none of the usual excitability of a Frenchman about him. He was born in Buenos Ayres, Argentina, of Alsacian parents, and has been a sailor all his life. His narrative had to be fairly wrung from him by piecemeal, for he seemed to attach very little importance to a work of signal bravery and heroism.

"There was a heavy fog when we left the steamer," said he, "so thick that, a few minutes after casting off we lost sight of her. It must have been about five hours after leaving the steamer when we heard a steamer's whistle. She did not seem to be far away, and we all shouted, but we did not seem to have been heard, for the whistles grew fainter and fainter, and then died away.

A Gale and Zero Temperature.

"The first night was not so bad, but next day a gale caught us, and the temperature went down to zero. Everything was frozen fast, and the water splashing on the men was turned to ice. We had no fire and no way of keeping warm. It was very hard on the men. Their feet, one by one, were frost-bitten until hardly one of us was able to stir without great agony. But the men never disobeyed or questioned my orders.

"For two days we sailed through the wind and cold, hardly caring whether the boat sank or not. At midnight on the 21st the gale was still heavy, and we were all so exhausted that we thought we could not live much longer, when we saw a steamer's lights. We cheered and embraced each other with joy. We headed for her, and when about 200 yards away we lit Caston signals and sent up rockets. We could count the lights on the vessel's sides when we shouted for help, but she never slackened speed and passed us by. This almost took away the courage from us.

"The next day, the 22d, was clear and cold, with a heavy sea. Although it was torture to do so, I made the men exercise their legs and arms to prevent them freezing. We floated aimlessly along until at 1 o'clock in the afternoon we sighted the Rotterdam and were taken on board. For the kind treatment of her officers I can but feebly express my thanks."

Although Unsworth would not admit it, his men declare that had it not been for his example, they would have all laid down and died.

Unsworth's Fine Record.

Unsworth has a record for bravery. Two years ago, when he was the third officer of the French Liner La Bourgogne, he commanded the crew that volunteered to go through a heavy sea in one of the vessel's boats to rescue the crew of the German bark Ernst, which was sinking. For this act the German Emperor gave him a medal, and his own company promised him a command as soon as a vacancy occurred.

It was told yesterday of him that when he sighted the Rotterdam and made sure that she had heeded his signals, he did not join in the wild shouts of some of the other men, but calmly got out his instruments and took his exact bearings. Then, though his hands were blue with cold, he scribbled down his position and a record of having sighted the steamer. As soon as he reached the decks of the Rotterdam he limped up to her commander, and, after saluting, calmly presented the paper, as though nothing had happened.

At noon all of the ten men composing the boat's crew, except Unsworth, Camard, and Michel, were taken in carriages from the Rotterdam to the French Hospital, at 320 West Thirty-fourth Street. The three men who were able to walk were transferred from the Rotterdam to the French Liner La Bretagne. The others, it is thought, will be out of the hospital in a few days, when they also will go aboard La Bretagne.

DEATH LAID TO NOXIOUS FUMES.

Daniel Gould Handled an Extinguisher at a Fire in Trenton.

TRENTON, N. J., Feb. 27.—Daniel Gould died this morning and the doctors are much interested in his case. Gould was employed in Roebling's Iron Works. Thursday night there was a small fire in the works, which Gould extinguished by means of a patent extinguisher. He inhaled the fumes, and soon afterward became ill. He suffered from congestion of the lungs, but the symptoms which usually accompany this trouble were absent, and the doctors are inclined to the belief that the fumes from the contents of the extinguisher were responsible.

BYRNES STARTS A BUREAU.

Former Chief of Police Ready to Do Detective Work of All Kinds.

Thomas Byrnes, ex-Chief of the Police Department, will to-day start the Byrnes Investigating and Detection Bureau in offices which occupy the entire fifth floor of the Seventh National Bank Building, at Broadway and John Street. Mr. Byrnes says that many of the agents are men who were identified with his official administration and who are now pensioned officers. The others have been picked out from scores of applicants with a view to special lines of investigation. The bureau is to handle criminal cases of all kinds, and to conduct every sort of investigation, from corporate affairs to looking up evidence in legal processes, notably lawsuits.

Explaining his decision to re-enter active business life Mr. Byrnes said yesterday that when he left the Police Department he found all his leisure time profitably employed by commissions to do important detective work. Success in these lines brought more occupation of this sort, and he finally resolved to utilise all his facilities in a public bureau.

FOREIGN CAPITAL FOR JAPAN.

Plan to Establish a Japanese American Bank—Government Prepared to Welcome Investors.

TACOMA, Feb. 27.—The Japanese Government has decided that foreign capital is needed to assist in the development of Japan, and will hereafter encourage its investment. Count Inouye, Minister of Finance, is now engaged in mastering problems demanding immediate attention, after which he will outline a plan under which foreigners may be protected in operating industrial enterprises and banks. The new Cabinet supports the views advanced by Count Inouye and Mr. Sone, Japan's recent Minister to France. They expect first to bring about the establishment of a strong bank with foreign capital for the express purpose of advancing money to Japanese enterprises.

Edwin Dun, ex-United States Minister to Tokio, is working with Viscount Kaneko to establish a Japanese-American bank, which purposes to introduce more than $60,000,000 of American money on loans running fifteen and twenty years, and bearing 4½ to 5 per cent. interest.

One plan advanced was to employ Mr. Dun as agent of the Japanese Government to raise a loan of 100,000,000 yen in the United States, but the Cabinet preferred the bank project. Mr. Levy, French merchant at Yokohama, has just left for France to secure a similar introduction of French capital for banking purposes.

SOUND-MONEY LEGISLATION.

H. H. Hanna Confident of Action on the Lines Recommended by the Indianapolis Convention.

CHICAGO, Feb. 27.—H. H. Hanna of Indianapolis, Chairman of the Executive Committee of the recent Sound-Money Convention, said to-day:

"I do not care to appear in the light of an exuberant optimist, but I am really confident of legislation being enacted soon along the lines suggested by the Indianapolis Convention. It may not go the length recommended by that body, and probably will not at first, but I think something certainly will be done in that direction.

"That convention has accomplished much good already, and we expect to accomplish much more as the result of the campaign which we are preparing to push forward actively."

CHICAGO MEN FOR SOUND MONEY.

Commercial Club Indorses the Work of the Monetary Commission.

CHICAGO, Feb. 27.—The meeting of the Commercial Club last night had for its discussion "The Monetary Commission and Its Work," and the club, which is composed of the strongest merchants and bankers of Chicago, appeared to indorse all the speakers said.

Franklin MacVeagh said he feared the cause of sound money was not taken seriously enough by the Republican leaders. It was not enough that the House had taken up the Teller gauntlet. It seemed as though the only thing to do was to educate the people.

Ex-Controller Eckels said it was wrong that the reform of the currency should be left to the commercial men of the country. He held greenbacks responsible for all our financial heresies. Several other members of the club spoke, indorsing the commission's ideas.

KILLED IN A PLUNGE BATH

William Warren Dived into a Foot of Water in Lafayette Place and His Skull Was Fractured.

William Warren met his death early yesterday morning from the effects of a compound fracture of the skull, which he received at the Lafayette Place Baths, 18 Lafayette Place. Warren, who was the son of Patrolman William Warren, attached to the Church Street squad, and a number of his friends, went into the baths late on Saturday night. The young men enjoyed themselves playing leapfrog and in otherwise skylarking about the place for a time. Then Warren left his friends and went into the room where the plunge is situated.

There was only a foot of water in the plunge, but Warren did not heed the danger or thought that the usual amount of water was in the tank, for he leaped over the railing and went into the tank head first. His head struck the bottom of the plunge with great force and he lay motionless. Two men who were in the room at the time lifted the man from the tank, and one of the employes of the bathing house called in Patrolmen Kiernan and Brophy of the Mercer Street Station.

A telephone message was sent to St. Vincent's Hospital for an ambulance. On the arrival of the ambulance, Dr. Curtin, the surgeon, found that Warren was suffering from a compound fracture of the skull. He died in the hospital three hours later without recovering consciousness. The dead man was thirty years old and lived at 232 West Tenth Street.

DIED WHEN A CENTURY OLD.

Elisa Wallen Expires in Trenton on Her One Hundredth Birthday.

TRENTON, N. J., Feb. 27.—Eliza Wallen, best known as "Aunt Liza," died yesterday, the one hundredth anniversary of her birth. Her age was satisfactorily established by records. Her eyesight was perfect to the last. She had been sick a few days from grip, and this induced heart failure. She was twice married.

Policeman Saves Four Children.

NEWARK, N. J., Feb. 27.—Policeman McGurty rescued four children from a burning house on Belleville Avenue to-night. Mrs. Frank Fagin, their mother, locked them in the house while she went out to her husband's restaurant, which is close by. One of the children pulled a tablecloth from a table, and the lamp which had been standing on the table was thrown to the floor. The lamp exploded, setting fire to the room. McGurty's hands and face were singed, and the children were slightly burned.

THE WEATHER.

The local forecast may be found at the top of this page to the right of the title.

A storm appears to be developing off the North Pacific Coast. Light rain has fallen in the Southern States. It has grown colder in the Middle Gulf States. Clearing weather may be expected in the South Atlantic States, and generally fair elsewhere.

The record of temperature for the twenty-four hours ended at midnight, taken from THE NEW YORK TIMES's thermometer and from the thermometer of the Weather Bureau, is as follows:

	—Weather Bureau.—		TIMES.
	1897.	1898.	1898.
3 A. M.	20	26	29
6 A. M.	17	26	30
9 A. M.	18	29	33
12 M.	29	36	38
4 P. M.	27	40	38
6 P. M.	26	36	37
9 P. M.	24	31	34
12 P. M.	22	27	30

THE TIMES's thermometer is 6 feet above the street level; that of the Weather Bureau is 285 feet above the street level.

Average temperatures yesterday were as follows:

Printing House Square	33⅝
Weather Bureau	31½
Corresponding date 1897	22
Corresponding date for last 20 years	35

The maximum temperature yesterday was 40 degrees at 4:00 P. M.; the minimum was 26 degrees at 5:00 A. M. The humidity at 8:00 A. M. was .63, and at 8:00 P. M. was .54.

The Southwestern Limited.

A fast limited train to St. Louis and Cincinnati without an excess fare, via New York Central-Lake Shore and Big Four route. Most comfortable train; leaves Grand Central Station—centre of hotel district—every day at 1:00 P. M.—Adv.

THE MAINE DISASTER

Information as to Its Cause Has Not Yet Been Received at Washington.

NO EVIDENCE THAT THE SHIP WAS DESTROYED BY DESIGN.

Secretary Long Says His Department Is as Much in the Dark as It Was at the Outset.

Warlike Feeling in Spain Finds Expression in Predictions of Hostilities with This Country.

Secretary Long repeated yesterday his statement of a few days ago that the Navy Department had no more knowledge as to the cause of the Maine disaster than it had when the news of the loss of the battleship was received from Capt. Sigsbee. He said no evidence had come to the department showing the disaster had been caused by design.

The court of inquiry, which arrived at Key West yesterday to take some testimony, gave out nothing of any importance concerning its previous work and its plans. Whether the court had made discoveries at Havana that indicated the nature of the explosion that wrecked the Maine the newspaper correspondents could not find out. The day closed with no advancement in the public knowledge as to the Maine affair, and no intimation had been secured as to the time that must elapse before the country's suspense would be ended.

From Spain news comes indicating that the expectation is entertained there that the Cuban question ultimately will be settled by war between Spain and the United States. A Spanish paper predicts that there will be war between the two countries in April. A person so described in a Spanish publication as perhaps to warrant the inference that he is Gen. Campos is quoted as saying he long ago predicted there would be war between Spain and the United States, and he now is confident his prediction will be verified.

Havana apparently has settled down to the conviction that, like this country, it knows nothing worth knowing as to the cause of the Maine explosion, and that the only thing to do is to await the report of the court of inquiry.

There still remains a large number of bodies in the wreck of the Maine.

THE COURT OF INQUIRY.

Its Members Arrive at Key West, but Will Return to Havana—They Refuse to Talk.

KEY WEST, Fla., Feb. 27.—The Maine court of inquiry reached here at 7 o'clock this morning. It will begin work at 10 o'clock to-morrow morning, and probably will return to Havana on Wednesday, at the latest. The sessions of the court here will be held in the United States District Court room, in the Federal Building. The only important witness examined will be Lieut. Blandin, who was officer of the deck when the Maine explosion occurred. The testimony of the other survivors will occupy only a short time.

When the lighthouse tender Mangrove, from Havana, with the members of the court of inquiry on board, arrived alongside the cruiser New York this morning, Capt. Sampson, Capt. Chadwick, and Lieut. Commander Potter went on board the flagship. Capt. West, Chief of Staff, who returned from Havana yesterday, greeted them. After a short conference, Capt. Sampson went aboard his own ship, the Iowa, which was lying close by. Capt. Chadwick and Lieut. Commander Potter staid on the New York.

Meanwhile Lieut. Commander Marix, the Judge Advocate of the court, came ashore in the Mangrove. His arrival at the hotel brought joy to the hearts of the Maine's officers, who had been longing eagerly for the court's coming. The Maine's officers expect, after the investigation is concluded, to be granted three months' leave, to which most of them would be entitled, in any event, six months from now.

Members of the Court Reticent.

Later in the morning Capt. Sampson, Capt. Chadwick, and Lieut. Commander Potter came ashore, and arranged preliminary details for the sessions of the court. They seemed delighted to set foot once more upon American soil. Capt. Sampson said: "We have finished up our work in Cuba to a certain extent. There is, as you know, nothing I can say regarding our opinions on the Maine disaster. All reports purporting to express our opinions are false."

Lieut. Commander Marix said: "We had a pleasant trip from Havana. We left there last night. I am glad to meet so many friends here. We are going to start in to-morrow morning, as we can't afford to lose any time, you know. We expect to be here less than a week. Yes, we may go back to Havana. The wrecking divers are pegging away there, but they seem slow and little has been accomplished yet. We brought back Redding, the Maine's diver, who was in the explosion. He has a bad cold. He is a splendid diver."

Asked with reference to the reports that the Maine's fate was known positively to have resulted from a mine explosion, Lieut. Commander Marix laughed and said: "These stories amuse us. Of course, I can't tell you what we have found out so far, but these stories [pointing to a local "extra" with sensational headlines] amuse us immensely."

A Diver Who Talked Too Much.

Martin Redding, the diver referred to by Lieut. Commander Marix, is a native of Key West, and returned here after the explosion. He was taken back to work on the wreck. His arrival here to-day caused much comment, and it was said that he had talked too much at Havana and had been removed in consequence. He held forth at considerable length to-day before street corner audiences, but his condition was such that not much importance could be attached to his statements.

Rear Admiral Sicard had frequent conferences to-day with Capt. Sampson and other members of the court of inquiry at the hotel. He remarked this evening: "I think they ought to get away by Wednesday. As yet there is nothing that can be said about their work." In reply to a question as to the rumored ordering of the warships to Cuba, Admiral Sicard said: "The fleet is not moving, and I know nothing about its going to Cuba. Still, you know, it has steam up, and could go anywhere if ordered."

He was asked if anything had happened to justify the statement that the situation was more serious to-day than it had been, and he replied: "They know at Washington about that. Just how strained our relations are with Spain I am unable to say."

The officers of the Court of Inquiry, after spending the day quietly on shore, returned to their ships, with the exception of Lieut. Commander Marix, who dined on board the New York.

This evening the Chaplain of the New York preached at St. Paul's Episcopal Church. He spoke feelingly of the loss of the Maine's men, and the general trend of his remarks led many to think that he does not believe in the accident theory.

The excitement yesterday over the arrival of the Cuban filibusters detracted from the interest in the doings and sayings of the members of the court of inquiry. Their quick departure prevented very much being learned as to the expedition, but the Cubans here are elated. An expedition has been in preparation to get away from Key West for some time, but it will probably suffer another delay, as the plans leaked out through two Spanish spies.

The survey steamer Bache sailed this afternoon for Havana to bring the remainder of the wounded to the Dry Tortugas. The four-master schooner Isaiah Hart has arrived with coal for the warships.

WRECK SINKING IN MUD.

Spaniards Think the Work on Her Is Delayed Purposely and Americans in Havana Are Impatient.

HAVANA, Feb. 27.—The fact regarding the Maine most seriously considered and frequently talked of here now is that the wreck is gradually sinking into the forty feet of mud underlying the murky water of the harbor. Evidence on which the relations of the two nations may depend is disappearing by inches. The solution of the mystery of the tragedy is being buried, nobody knows how fast, because, so far as is known to the public, no measurements have been taken by which the rate at which the huge, broken mass of iron and steel is being sucked into the ooze can be determined. The arrival of additional divers and apparatus by the Mascotte yesterday encouraged those who desire that the truth shall be known, but the coming of tugs with machinery and equipment capable of lifting hundreds of tons is anxiously hoped for.

Spanish Idea of the Delay.

The Spaniards here interpret the delay in the attempt to raise the wreck in their own way. They say the United States Government does not want the facts to be known and is avoiding definite action and determination with the hope that public interest and excitement will die down, so that the cause of the Maine's fate may be left in doubt. Some of them even believe, or pretend to believe, that the Government at Washington is waiting, to avoid being forced into war with Spain by a popular demand, in case it is found that there was an outside explosion. Many Americans, chafing under these suggestions and their own impatience, are urging that expert divers, with enough experience and skill to make drawings of submarine conditions, could have reached a determination and demonstrated the truth ere this.

On the other hand, it is argued here that any attempt to raise the hull would be useless until the enormous mass and weight of wreckage has been lifted away; that no machinery in the world has ever undertaken such a task as raising bodily and as nearly as possible intact the broken hull of a ship like the Maine, and that time is necessary to prepare for such work. Furthermore, nobody here has the glimmering of an idea in how much the members of the court of inquiry know, or what conclusions they have reached, if any.

Court Absolutely Silent.

They may have full, accurate drawings of the Maine's hull as it is. They mingled freely with their friends, and visited Consul General Lee's home several times, but their reticence defied every art and temptation. They were constantly on their guard, and at the slightest approach to anything concerning the Maine became not only silent but impenetrable. Not a word or even a look or a gesture gave a hint of their opinions, knowledge or feelings to anybody. While their conduct is admired, it is none the less exasperating to those whose interests and even safety depend on their opinions and conclusions.

It is presumed, but not known, that trusted agents are and will continue to be at work gathering additional evidence to be presented to the court when it returns here, although there is not even definite knowledge that it will return.

Señor Rivero, editor of La Discusion, says: "The general impression here is that the United States court of inquiry has already decided that the disaster to the Maine was the result of an accident," but this is, of course, a mere assumption.

The Spanish Investigation.

Meantime the Spanish authorities will conduct their own investigation. There was a rumor to-day that Capt. Sigsbee and the officers of the Maine will be examined in the Admiralty Court here to-morrow, but it is probably untrue, as they have received no notifications. The United States officials believe that the Spaniards have the moral right to make such examinations. American divers, under Capt. Sigsbee's direction, will work with the Spanish divers and will give them such help as is proper in surveying the submerged part of the wreck.

The divers of both Governments are resting to-day. The weather is clear and beautiful and Havana is resuming normal conditions. The feeling over the destruction of the Maine is less intense than it was a week ago, but it may be aroused to renewed intensity by any development. Except for the looming mass of wreckage, the harbor gives no indication of the tragedy. Sailboats, tugs, and launches are plying as busily as ever, and steamers of all sizes arrive and depart.

Eighty Bodies Missing.

As bodies are brought or rise from the wreck they are taken to the Spanish dead boat, and as the fishing boats go by that marine hearse the fishermen drop their sails and doff their red caps in decorous respect to the dead. There are supposed to be yet eighty bodies in the Maine. The body found last Friday was identified as that of Jigos, the coppersmith, a German. One of the bodies found yesterday is yet unidentified, but Chaplain Chidwick made a careful description of the tatooing on the arms, and hopes it will be recognized. The Chaplain tried hard to send the body of Frederick C. Holzer to his home in New York, but the health regulations forbade.

Great preparations are being made to welcome the Vizcaya when she arrives. It will be the next excitement for the Spaniards, following the arrival of the battalion of 2,000 Spanish regular troops, already announced. Guns were fired, "vivas" were shouted, and decorations, which the rain quickly spoiled, were displayed. It is reported that 9,000 more regulars are coming, to replace sick and wounded who have been sent home. The streets and cafés are crowded with Spanish officers, wearing uniforms apparently of common bed ticking, profusely decorated with gold lace.

Puzzled by Senator Proctor.

The Spaniards refuse to believe that Senator Proctor's visit is unofficial. Many of them, knowing him to have been once Secretary of War, are astonished that he wears no uniform or decorations. He has been exploring the city to-day, after having dined this morning with Miss Clara Barton, and, with other Americans, witnessed the distribution of relief to the reconcentrados. No arrangements have yet been made for him to call on Gen. Blanco and the other Spanish officials, but he will probably be unofficially received this week, accompanied by Consul General Lee.

Lieut. Commander West, Rear Admiral Sicard's Chief of Staff, who came on the Mascotte yesterday, returned on the same vessel to Key West. He brought dispatches to the Court of Inquiry authorizing it to go to that city. The story that he brought cipher dispatches to Gen. Lee is contradicted by Gen. Lee himself.

Capt. Sigsbee has been seriously sick, but is now much better. He sleeps on the Fern, where his rest is less likely to be broken.

Many Americans attended church here this morning and went to a bull fight in the afternoon.

The grip is very prevalent in this city.

SPANIARDS PREDICT WAR

The Army's Organ at Madrid Says There Is a Prevailing Expectation of a Conflict.

LIKELY TO BEGIN IN APRIL

A Former Captain General of Cuba Says a Conflict with This Country Is Coming—Pushing Works in Arsenal and Dry Dock.

MADRID, Feb. 27.—The Correspondencia Militar, organ of the army, says: "The prevailing impression is that war between Spain and the United States will break out in April."

A former Captain General of Cuba, (presumably Marshal Martinez Campos,) interviewed by a representative of Correspondencia Militar, is reported as saying:

"I never entertained a doubt that if the rebellion were not suppressed before 1898 war with the United States would become an accomplished fact. Unhappily, my prophecy will be fulfilled. But I have the consolation of having done all in my power to avert it, and, therefore, I do not regret the blame which has been heaped upon me. All that is now possible is that we should all unite to meet the danger that threatens the country."

FERROL, Feb. 27.—The work of naval construction and armament is being pushed by the Government with the greatest activity at the arsenal and dockyard.

SPAIN SCORNS ARBITRATION.

Alleged Suggestion of Prince Bismarck Rejected Indignantly by Premier Sagasta.

MADRID, Feb. 27.—Señor Sagasta, commenting upon an alleged interview with Prince Bismarck, in which the latter is represented as suggesting that the Cuban trouble should be submitted to the powers for arbitration, expressed his astonishment that such an idea could emanate from Prince Bismarck, and declared emphatically that "nothing but ignorance of the question could inspire the notion that Spain would suffer foreign intrusion or submit to arbitration her

main battery four ten-inch rifles in pairs, secondary battery six rapid fire guns and two machine guns; thickness of armor belt 7 inches, thickness of protective deck 3 inches, thickness of turret armor 11½ inches.

GEN. LEE DENIES REPORTS.

Not True that He Has Advised Americans to Leave Havana.

TAMPA, Fla., Feb. 27.—Capt. Hanlon of the Plant steamship Mascotte, which arrived here to-night from Havana, visited Consul General Lee in Havana yesterday and took breakfast with him at the Hotel Ingleterra. To him Gen. Lee positively denied the reports that he had advised Americans to leave Havana.

Capt. Hanlon says that the bodyguard of Gen. Lee consists of only three soldiers, and that fewer soldiers were in evidence on the streets of Havana than usual and no excitement among the people there had been caused by the rumors of war published in the papers of this country. Gen. Lee admitted to Capt. Hanlon that both Cubans and Spaniards were intensely interested in the result of the investigation by the Court of Inquiry, but said that all reports of threatened demonstrations were groundless.

NOTHING NEW IN WASHINGTON.

The Navy Department, Mr. Long Says, Has Had No Evidence that the Maine Was Destroyed by Design.

WASHINGTON, Feb. 27.—Secretary Long said to-day that the Navy Department was in possession of no more information on the cause of the Maine disaster than it was immediately after the occurrence, and that no evidence had been received up to the present time showing that the disaster was caused by design.

In the afternoon the Secretary received a call from Assistant Secretary Roosevelt, who assured him that an examination of the map of Havana Harbor disclosed that no mines were on the map.

The Navy Department to-day received no important dispatches relating to the Maine affair. The department learned, of course, of the arrival of the court of inquiry at Key West, but it had no news as to the length of time the court would be in Key West, nor as to the time likely to elapse before the completion of its investigation.

Judge Day, the Assistant Secretary of State, said this afternoon that no cablegram had been received from Minister Woodford confirming a report that five Spanish warships had sailed for Havana. The Assistant Secretary further said that he had received no news of any kind that would interest the public.

BERNABE TO SAIL TO-DAY.

New Spanish Minister Expected to Reach Washington in About Ten Days.

WASHINGTON, Feb. 27.—Señor du Bosc, the Spanish Chargé d'Affaires, to-day received a cablegram from the Minister of State at Madrid saying that the new Minister to the United States, Señor Polo y Bernabe, will sail to-morrow from Gibraltar. This will bring him to Washington in about ten days. At Gibraltar he will take one of the German line of transatlantic steamers touching at that point.

The credentials of the new Minister will be presented soon after his arrival, and it is expected that his first attention will be given to the new commercial treaty between the United States and Spain, with particular reference to Cuba. His service as chief of the Commercial Bureau of the Spanish Foreign Office has given him knowledge of the facts leading up to the negotiation of this treaty, and he will come sharing the earnest desire of the Sagasta administration to put through this matter with the least delay possible. Minister Woodford has been carrying on the negotiations with the authorities at Madrid, and they are well along toward completion.

Beyond the dispatch mentioned, Señor du Bosc received no news to-day from Havana or Madrid. He expressed satisfaction at the more conservative turn of public sentiment within the last few days. Press reports from Madrid stated that the authorities were jubilant over the receipt of important favorable information from Havana. Mr. du Bosc could shed no light on the nature of this information. In other quarters, however, the impression prevailed that this information did not refer to the Maine inquiry, but concerned the general conduct of the insurrection in Cuba.

There have been strong indications of late that the autonomist Cabinet, under the leadership of Govin, who is the recognized power in that body, would endeavor to make terms with the Separatist wing, and in turn secure the co-operation of the insurgents in a movement to conclude the war. How far this is possible is not known here, although it has been expected that Govin would succeed in effecting a reconciliation. There has been added reason for this belief within the last few days, owing to the fierce attacks made on Govin by some of the irreconcilable elements. He repelled these and repudiated an alleged letter, in which he was reported to have attacked Premier Sagasta.

MADRID, Feb. 27.—Señor Polo y Bernabe, the new Spanish Minister to the United States, has started for Gibraltar en route to New York. He is fully empowered to continue the reciprocity treaty negotiations. The Government is anxious to secure firm bases for commercial and political relations with the United States before May 1 in case the pacification of Cuba should not have made progress before the rainy season commences.

It is an open secret that both the home and Colonial Governments consider the preservation of friendly relations with the United States as no less important in the pacification of Cuba than the military operations and the unofficial negotiations to induce the insurgent leaders to accept autonomy.

ORDERS TO WATERVLIET ARSENAL.

All Projectiles on Hand to be Shipped to New York Forts.

ALBANY, N. Y., Feb. 27.—The greatest activity known since the late rebellion is now witnessed at the Watervliet Arsenal, and the entire force is working night and day. On Friday night an order was received for the shipment of two carloads of twelve-inch projectiles to Fort Hamilton with all possible haste. The projectiles were boxed for shipment, and yesterday afternoon they were dispatched to Fort Hamilton.

Orders have also been received for the shipment of all projectiles now on hand to the several forts about New York and to forward all completed guns as speedily as possible to the proving grounds at Sandy Hook. It is expected that at least six carloads of projectiles will be shipped during the coming week.

Post Office Clerks and the Maine.

New York Branch No. 187 of the National Association of Post Office Clerks met yesterday afternoon at the Central Opera House, Sixty-seventh Street, near Third Avenue. On motion of Samuel Block the Secretary was directed to draft resolutions of sympathy and sorrow for the disaster to the Maine and the untimely death of the sailors and officers, and send them to the Secretary of the Navy to be communicated to the relatives of the victims. The members of the Badge Committee reported that they had talked with Postmaster Van Cott about having badges for Post Office clerks, which should act as passes for them to enter into Post Offices during street disturbances, and that Mr. Van Cott favored the idea.

The Battleship's Sacred Vessels.

Friends of Father J. P. Chidwick, Chaplain of the Maine, have learned that the divers have recovered the sacred vessels used in religious services on the battleship. The most highly prized of these is a solid silver and gold-lined chalice. The vessel is a handsome specimen of workmanship, and the finest twenty-four-carat gold was used in its finishing. It is about one foot in height, and cost $800. It was presented to the Chaplain a few days before the Maine sailed for Havana, and was the outcome of a meeting of the crew to devise some expression of their respect for their spiritual adviser.

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CENTRAL UNION PATRIOTIC

Resolutions Favoring a Monument to the Maine Victims Passed by a Large Majority.

ANARCHISTS FROWNED UPON

A Few of Them Make Characteristic Speeches and Arouse Vigorous Protests—Men of the Maine Warmly Praised.

The blowing up of the battleship Maine and the advisability of erecting a monument were the principal subjects of discussion at yesterday's meeting of the Central Labor Union. Several delegates of Anarchistic and Socialistic tendencies tried to throw cold water upon the enthusiasm of the others by sneering at military men as the tools of monopolies and corporations, but they were overwhelmingly defeated.

The Chairman's table was draped with an American flag, and a rifle and cutlass were crossed in front. Delegate James P. Archibald of the Paperhangers introduced resolutions stating that as by the destruction of the battleship Maine in Havana Harbor 250 United States sailors and marines had been killed, and a movement had been started to erect a monument to the memory of the brave men who had died at their posts of duty just as though they had been actually engaged with a hostile fleet, the Central Labor Union indorses the plan and commends it to every loyal and patriotic workingman.

In speaking to his resolution Mr. Archibald said: "My object is that the Central Labor Union should put itself on record in this matter. The victims had given up their social relations to serve their country, and thus lost their lives. If there is any feeling that ought to come next to adoration to our Maker it is love of country. I was not born here, but I am proud to say I am a citizens of this great Republic. If my poor services are of any use in upholding the prestige of this Commonwealth they will be given very cheerfully."

Doesn't Believe in Patriotism.

Delegate Schwabe of the Cornice and Skylight Makers was the first to make an anarchistic speech. He said: "I believe that some of you will disagree with me, and that these resolutions will be carried, but I am oposed to them. I do not believe in this talk about pride of country and patriotism"—

Here Schwabe was interrupted by shouts of protest from patriotic delegates and by applause by several Anarchists among the delegates and in the galleries. When this had subsided Schwabe went on to say: "The soldiers and marines are not our friends. They are hirelings of monopolists and corporations. I do not believe in a monument to the lost sailors and marines, for they are not producers. My motto is, 'Ubi bene ibi patria.'"

There was another outburst of applause from the Anarchists and Socialists, and then Delegate Brown of the Cigarmakers also arose to oppose the resolutions. "I do not believe in patriotism," he began. "If hoodlums and others go to fight it does not show that it is right. I have nothing against Spain. This war scare has been gotten up by the yellow journals. The Spanish soldiers are sent over by their Queen, and they obey orders to shoot. The American sailors and marines do the same. No workingman ought to be patriotic, and if we are aching for war there is a war going on now in New Bedford."

Here Delegate Lawrence of the Actors' Protective Union jumped up, with a look of disgust and horror depicted upon his face. "Are we in America!" he cried. "I hope these are not the sentiments of the Central Labor Union. If they are, then the American flag might as well be hauled down and the red flag of Anarchy be hoisted. And then I'll get out of the country."

Several delegates clamored for the floor, and at last Delegate Mullee of the Eccentric Engineers got it. He said: "I am surprised and pained to hear such sentiments from delegates to this body. Among the lost men were members of the Machinists' Union that is represented in this body. All the men on board the Maine were looking after American interests, and they were protecting both you and me. The previous speakers never mentioned that fact. What do they want? Do they want to do away with this Government? Let them try and give us a better one if they can."

"Hoodlums" of 1812.

Delegate Dempsey of the Stereotypers said: "I was born in Ireland, and in a certain sense the world is my country, but I have selected this, the broadest Government on earth, as my country, and I am proud to be an American citizen. Whom does the delegate call hoodlums? If it were not for the men whom he calls hoodlums who fought in 1812 we should not have the greatest country on earth. Among the men who died on the Maine many had mothers, sweethearts, sisters, and children to mourn for them. One woman who was fifty-eight years of age told me that one of her sons was among the dead on the Maine."

Delegate Haupt of the Cigarmakers tried to make an Anarchistic speech, but he was hooted down, and then the resolutions were passed by an overwhelming majority.

Delegate Archibald referred to the remark that Brown had made, to the effect that workingmen should not have patriotism, and thought that Brown had so little patriotism that he would not sing "The Star-Spangled Banner." Brown replied that, though he was no singer, he would sing the National hymn if Archibald insisted. Some of the delegates called on him to sing, and as Brown was clearing his throat to begin, the Chairman excused him and told him that he could entertain the delegates after the meeting, but singing was out of order just then.

Delegate McGill of the Plasterers then said that he had an important resolution to submit to the meeting. "We have read the news of the conviction of Zola by a packed jury," he said. "He had advocated the cause of a man who had been convicted of treason without a fair trial, and for this he was arrested and tried before a packed and prejudiced jury. We are criticising and condemning the manner in which the Lattimer shooting case is being tried, and we should certainly stamp with our disapproval and condemn the unfair manner in which Zola has been tried, and denounce his conviction. I move this as a resolution."

The resolution was then passed unanimously without further debate.

Jeremiah Murphy told the Central Labor Union about his being arrested on Feb. 16 when he undertook to make a speech on rapid transit at Wall and Broad Streets because he had no permit. He said that he had asked at the Police Department for a permit, and had been told that none was needed. The meeting denounced his arrest.

Murphy further said that much space in West Street had been taken up by the storekeepers and warehousemen, who had erected sheds in which to store perishable goods. That prevented many 'longshoremen from earning money by carrying the goods to the wharves. Murphy and a delegation of 'longshoremen complained to the Mayor, who gave some relief, but he wanted the moral support of the Central Labor Union in the matter. He got it.

Emil Fuchs asked the Central Union to indorse a bill allowing boys to play baseball on Sunday after 1 o'clock in the afternoon. He said that he appeared in behalf of 20,000 east side boys. The meeting indorsed the bill.

CASTORIA.

The fac-simile signature of Chas. H. Fletcher is on every wrapper.

FOR MAINE VICTIMS' FAMILIES.

The Benefit Performance at the Opera House a Success.

The entertainment given last night under the auspices of The New York Telegraph at the Metropolitan Opera House for the benefit of the families of the sailors and marines lost on the battleship Maine, filled the place to overflowing. Every box and seat in the house was sold long before the performance began, and the persons who filled the aisles and spaces at the back of the seats paid $1 each for standing room. Actors and actresses from all the principal theatres helped the performance on the stage, and actresses sold programmes and flowers at fancy prices. All sorts and conditions of people composed the audience, which included many city officials and Tammany leaders. In boxes were Mayor Van Wyck, Richard Croker, with Mrs. Croker, Controller Coler, President Guggenheimer, Police Commissioners York and Sexton, County Clerk Sohmer, and John F. Carroll. August Belmont, with a party, occupied his usual box, and politicians were scattered everywhere among the seats.

Thomas F. Grady opened the entertainment with a short speech, in which he thanked the audience for its hearty sympathy with a worthy enterprise and referred eloquently to the duty of this country toward the memory of its dead sailors. Among the performers were De Wolf Hopper and Edna Wallace Hopper and their company, in songs from "El Capitan"; "The Telephone Girl" company, Camille Darville and the Broadway Theatre opera company, in songs from "The Highwayman"; the Castle Square opera company, the "Normandy Wedding" company from the Herald Square Theatre, Walter Jones, Julius Witmark, Dorothy Morton, Robert Hilliard, and Frank Lawton.

The audience was enthusiastic, and every performer was warmly welcomed. At the end of the performance the artists who had appeared grouped themselves on the stage and sang "The Star-Spangled Banner" with fine effect, waving at the same time American flags. The great audience cheered itself hoarse. The receipts were $10,418, including the sale of programmes and flowers.

For the benefit of the families of the dead sailors and marines of the Maine, Conterno's musical spectacle, "Battles of Our Nation," will be produced at the Brooklyn Academy of Music to-night. Several tableaus have been added to the spectacle. One of the new tableaus represents the blowing up of the Maine. It will be followed by one representing the Goddess of Liberty and a bluejacket weeping over the coffin of a sailor of the battleship, and a third will represent Cuba seeking admission to the Union. Music composed by Luciano Conterno especially for the occasion will be played during these tableaus. Ex-Charities Commissioner John H. Burtis, who has been active in the work, announced last night that the performers had all proffered their services voluntarily, and none would receive a cent of pay for their work.

AUTONOMIST AGENT COMING.

HAVANA, Feb. 27.—Mr. Graell, the representative of the National Investment and Production Association of Barcelona, will leave on Wednesday for New York and Washington. He is an agent of Señor Moret, the Spanish Minister for the Colonies, and his intimate friend. He is a man of discretion, and thoroughly experienced in arranging commercial treaties, having been mainly instrumental in preparing the details of the last commercial treaty between Spain and Germany.

Although he affects to be quite unfamiliar with the present issues, he is really thoroughly informed. He will go to New York and Washington, not to assist in arranging the commercial treaty, but to endeavor to induce the Cuban party in the United States to enter into certain compacts. The exact character of his proposals is kept a strict secret, but yesterday he had a two hours' conference with Señor Giborga, the Autonomist, who is suspected at Madrid of secretly treating with the insurgents in the direction of independence for Cuba.

Americans Leaving Cuba.

The Munson Line steamship Bergen arrived yesterday from Matanzas, Cuba. Her officers reported that quiet prevailed, but that Americans were packing up and gradually leaving, while the Spaniards ill concealed their satisfaction at the blowing up of the Maine.

HOW LIEUT. JENKINS DIED.

WASHINGTON, Feb. 27.—William Gartrell, the only surviving fireman on the battleship Maine, has written two letters home to his brother, George Gartrell, of this city. In his description of the explosion, Gartrell gives the first authentic account of the death of Lieut. Jenkins.

"About 9:40 o'clock," he says, "I was crossing the third lower deck, and was preparing to turn in, when of a sudden a terrific explosion occurred, and, when I staggered to my feet, I found myself in the dark. There was one light in the distance, and I made for that. On the way I met Lieut. Jenkins and a marine named Garnett.

"We made for the ladder, and the ship was rapidly filling with water. We reached the hatchhole, and the water was gaining on us fast. Garnett said, 'We're lost,' and seemed about to give up, but Lieut. Jenkins, who was the last man to reach the ladder, said: 'Go ahead; don't give up.' Garnett squeezed through, and pulled me up after him. As I fell upon the deck I heard Lieut. Jenkins cry: 'My God, I am drowning!' and I remember nothing more.

"A wardroom boy named McCann saw me lying there, and, picking me up, threw me overboard. The water revived me, and I swam ashore."

FROM ENGLAND TO FRANCE.

From The London Daily Chronicle.

Strange to say, although there are few more accomplished or experienced aeronauts living than he, Mr. Percival Spencer had never crossed the Channel in a balloon until Tuesday, when he made a most successful journey between England and France—that is to say, as far as pace is concerned, for the special object for which the trip was made was scarcely attained.

As a matter of fact, Mr. Spencer has been fired by the example of M. Andrée, who everybody hopes is still alive somewhere, not indeed to explore the polar regions, but to make experiments with the drag ropes which M. Andrée counted upon mainly to control his balloon. The first of these experiments was made—and the fact, I believe, is published for the first time—by Mr. Pollock, who sturdily refused to be interviewed upon the subject of his trip across the Channel. Mr. Pollock decided to travel alone, although the balloon was provided by Mr. Spencer. It was just a third of the size of that used by M. Andrée, and the drag ropes were in proportion. The only thing which Mr. Pollock succeeded in finding out with regard to the use of the drag ropes was that when he was about midway between Eastbourne and the coast of France, and land was invisible, by dropping the drag-rope into the water he was able to find his course.

The second experiment, after a preliminary run on Thursday last, took place under the most favorable auspices on Tuesday morning, when Mr. George Griffith, the representative of Pearson's Magazine, accompanied Mr. Spencer. The conditions of the weather, the latter tells me, were much the same as M. Andrée would have experienced at the initial stage of his journey. But, of course, you cannot use drag ropes in a cultivated country—you would very soon come to grief if you did. In our part of the world the only possible way of experimenting with them is to cross water, and even then you cannot be sure that they will be brought into use. On Tuesday, for instance, although the wind was perfectly favorable, the heat of the sun falling on the balloon caused it to rise to a considerable height—to an altitude, in fact, of 10,000 feet at times—and that not because Mr. Spencer wished to go so far up. In fact, he would have preferred to have staid at a far nearer distance to the land and sea if it had been possible, not only because he was anxious to take photographs, but also in order to bring the drag ropes into play. As it happened, not once during the cross-Channel passage—thirty miles—were the ropes in the water, so that from this point of view the experiment must be voted a failure.

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CAUTION: See that the label bears the signature of the firm.

Andreas Saxlehner.

PRESIDENT HEARS A SERMON.

His Course in the Present Crisis Approved by the Rev. Hugh Johnston.

WASHINGTON, Feb. 27.—President McKinley attended service this morning at the Metropolitan Methodist Episcopal Church. The Rev. Hugh Johnston, pastor of the church, preached a sermon, in which reference was made to the Maine disaster, and the President's course in the matter was commended. The text was Psalms, xlii., 2, "My soul thristest for the living God."

The speaker said that the Psalmist thirsted for a heart that would touch a heart, and in this connection declared:

"This cry of the heart is heard not only in our churches and pulpits, but in our magazines and newspapers, in our social gatherings, and political assemblies. Some times it is buried under the cares of business, in the pursuit of wealth, honor, and fame, and sometimes pleasure. But the soul reasserts its power and will not have its noblest aspirations crushed out.

"Restlessness without God clamors for blood, blood, blood—the regime of savagery and barbarism—as the ultimatum of the Maine disaster, one of the most appalling disasters that have ever stirred the hearts and minds of the American people. But in the interest of humanity, civilization, and Christianity, we can afford to wait until we know the truth and the whole truth.

"Even if the catastrophe should prove the result of official authority and diabolical treachery, the honor of our flag, the dignity of the Nation, the safety and welfare of millions would be better served by a calm self control in calling another nation to strict account than by a frantic and unreasoning rush into the unspeakable horrors of war.

"Our duty as citizens, as patriots, as Christians, is to stand by the President, who stands at the helm of the ship of State, cool-headed, clear of eye, strong handed, and warm-hearted; to stand by our Government rather than by any intemperate speech or action to stir up the worst passions of our people."

A CUBAN MAINE STORY.

Alleged "Reliable Account" of the Way the Battleship Was Destroyed—Done by Divers.

KEY WEST, Feb. 27.—The latest alleged "reliable account" of the way the Maine was blown up is contained in a letter forwarded by a secret Cuban club in Havana to J. M. Govin, a Cuban insurance agent here. The club received the letter by mail. It was written in English, but was signed "Maquinista," (Machinist.)

After a long preamble saying that the writer knows the Maine's fate was due to a Spanish plot, the letter goes on to say that in an old warehouse at Santa Catalina, 200 yards from where the Maine was moored, some diving apparatus was hidden, and that from this base two divers worked by night and filled the torpedo holes of the Maine with dynamite cartridges, connecting them with wire to the battery on the land, from which the cartridges were exploded.

According to the letter, the divers were to be paid a large sum, which has not been forthcoming.

The Cubans in Key West say that investigation in Havana has tended to confirm the statements of the letter, which will go before the Court of Inquiry.

An officer of the Maine, whose attention was called to the story to-day, asserted positively that the torpedo holes of the Maine had not been open during her stay in the harbor.

NATIONAL BASEBALL LEAGUE.

ST. LOUIS, Feb. 27.—Most of the magnates who are expected to attend the annual meeting of the National League to-morrow at the Southern Hotel are here, and the rest will arrive on to-morrow's early trains.

The adoption of the schedule, the drafting of new rules, especially one abolishing rowdy ball; the appointment of a new chief of umpires, and the naming of a new staff of umpires are a few of the important matters that will be disposed of.

It is expected the rule abolishing rowdy ball will cause a long and heated debate. The principal opponent of the proposed rule blacklisting players for rowdy ball playing is President Robison of Cleveland.

In a recent interview he is reported to have said: "For years we have encouraged players to adopt rough tactics in our eagerness to win games. One club began it, and others were forced to follow. The fining by umpires was but a sham, as the club owners paid the fine.

"Now, afte we have raised these players in this way some of the late magnates propose that in order to wean them of their bad habits, we give umpires the power to have them blacklisted for a violation of the new regulations. This is entirely unjust. The club owner should share the punishment because he is more guilty than the player.

"I shall take the stand at St. Louis that for the first offense a player be suspended thirty days without pay. That is a very severe punishment for him, and he would not care to take a chance on losing another thirty days' pay. At the same time, it is a punishment for the owner, who loses the services of a valuable player for thirty days.

"I believe that the rule placing so much power in the umpire's hands is extremely dangerous. They are just as apt to go off the handle as a player."

It is also said to be President Robison's intention to present a resolution requiring each club President to sign a bond agreeing to forfeit $5,000 if one of his players is guilty of using foul language on the ball field.

President Young, who is occupying the room at the Southern Hotel used by Mr. Hanna as his headquarters during the Republican National Convention here in 1896, briefly outlined the work of the meeting.

"The Board of Arbitration," he said, "will meet to-morow morning and dispose of a large number of minor matters coming before it. The regular meeting of the National League will convene Monday evening at 8 o'clock, and the first matter of importance coming before it for action, after the routine business, will be the playing schedule. The meeting, as usual, will be held behind closed doors, and the proceedings will be given out after adjournment. Following the schedule, the question of new rules, the naming of the new chief of umpires and his assistants for the coming season, and the selection of a successor to the late Charles H. Byrne of Brooklyn on the Board of Arbitration will be in order."

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SERMONS ON THE MAINE

Dr. Parkhurst Considers Sending Fleets to Cuba and Armenia in the Light of Scripture.

A DUTY RESTS ON THE PEOPLE

Moral Sentiment of the Church Should Determine for War or Peace with Spain—A Slap at Vicious Journalism.

In the course of his sermon yesterday the Rev. Dr. Charles H. Parkhurst, pastor of the Madison Square Presbyterian Church, said:

"There are two dangers against which the pulpit has to guard in times of local or National disquiet. One is the danger of saying too much and the other is the danger of seeming indifference to matters of current concern, and of a seeming surrender of the large responsibility which attaches to the pulpit in all questions which connect intimately with the profound well-being of the people and the times.

"In bringing the matter of our present disturbed National condition into distinct sanctuary notice I do so in recognition of the fact that to assemblies of men and women such as gather in our churches belongs in the first instance the duty of setting the pace for general public sentiment and opinion. And in saying that it is to such as you, first, that this responsibility attaches, I would not make exception of our governmental authorities at Washington.

"So far as relates to the definite ascertainment of facts, that, of course, is a duty incumbent upon the General Government in a way that it can devolve on no one else, and that duty the General Government is conscientiously and dignifiedly discharging. But as to the kind of moral reception that is to be accorded to those facts when ascertained, and as to the moral tone in which the music of the action is to be played, that is a thing that is proper to be determined not by the President, not by the Cabinet, not by Congress, but by the moral sentiment of the Church of Jesus Christ in these United States.

Our Duty in the Light of Scripture.

"It will be wise to remind ourselves that there are two distinct questions involved in the present situation: First, what is our righteous duty toward Spain in view of Spain's attitude toward the Cubans? Second, what is our righteous duty toward Spain in view of Spain's attitude toward us?

"If the situation is such between Spain and Cuba that we ought as Christians to go to the relief of the Cubans, why, then, let us go. If the words of the Hebrew epistle, 'Remember them that are in bonds as bound with them,' means that American Christians ought to fight for oppressed Cubans and murdered Armenians, then let us send an equipped fleet to Havana and dispatch another fleet of the same kind to the Bosphorus.

"Another pertinent thought under present circumstances is that every little while we find ourselves in frictional relations with some existing national power or other. Not a great while ago it was England that we thought had committed an affront, and if the sentiment of earnest and self-contained people had not promptly and very emphatically asserted itself we might in a few days have become committed and involved to a degree that withdrawal and pacific adjustment would have been impossible. War would have been declared if the country had yielded to the solicitations of some of the same mentors that have declared themselves in war paint now.

Vicious Journalism Condemned.

"The present situation has brought more distinctly to the front than ever before the possibilities that are wrapped up in modern journalism. It will be conceded that our Chief Executive has comported himself with a seriousness, with a quietude of intent, and with sublime consciousness of terrific responsibility that has brought honor upon himself and upon the Administration at whose head he was elected by the grace of God to stand. The same is to be said of the Captain of the ill-fated warship, whose manly and well-phrased words of caution have been a power for peace and composure throughout the land."

Dr. Parkhurst next discussed the sensational press, and declared that one of the metropolitan journals of wide circulation has throughout the imbroglio with Spain pandered to the debased tendencies and wolfish passions of the people. "Such papers," he added, "do more to weaken us intellectually and morally, and to put the masses out of condition to stand in their proper relations either to our own Government or Governments abroad than the blowing up of any man-of-war can do.

"But with all there is in the present situation that is mortifying and that is calculated to excite solicitude it is a great thing to be able to say that the mass of the American people hate war, love peace and the pursuits of peaceful industry, and that considerations a great deal more urgent than any that have at this date developed themselves will be necessary before the sundering of diplomatic relations with Spain or with any other power."

PATRIOTIC SERVICE IN CHURCH.

Stapleton, S. I., Presbyterians Hear "The Star-Spangled Banner."

There was a large attendance at the patriotic service held in the First Presbyterian Church at Stapleton, S. I., yesterday morning. The Rev. William Fiske Wood, pastor of the church, in his prayer alluded to the Maine catastrophe and prayed for the homes which had been thrown into mourning by the affair. He said that the honor of the Nation must be sustained and that no doubt could exist that the Administration would act wisely in the matter.

Past Commander H. H. Adams of Lafayette Post, G. A. R., delivered an address in which he pictured the horrors of war. He did not allude to the Maine. Mrs. William Clinton Brown sang "The Star Spangled Banner," and at the benediction the congregation sang "America." Over the pulpit during the service were two American flags draped in black.

FATHER MALONE'S ADVICE.

He Tells His People, if War Comes, to Support the Government.

In the Church of Sts. Peter and Paul in Williamsburg Father Sylvester Malone, the pastor, spoke to a large congregation at the 9 o'clock mass yesterday morning on the possibilities of a war between the United States and Spain. He said, in part:

"I am for war, if war is declared—not only as an American, but as a Catholic priest. If your country's honor is at stake, give your life if necessary to sustain it. That is the true American and Catholic principle. I do not desire to see a war, but if it comes we must abide by the Government's decision, and show our true spirit as American citizens. Whether it is war or peace, we must do our duty. We must support the Government and its President, whether he may be a Democrat or a Republican. Throw aside all party affiliations and act with your brothers as a unit.

"People should be calm and wait for the decision of President McKinley. His reputation for coolness stands high. If the Maine was destroyed by design we should strike the blow, if justified, or demand indemnity."

DR. WELLMAN SAYS TREACHERY.

An Episcopal Clergyman Who Discards the Accident Theory.

The Rev. Dr. E. Homer Wellman of the Episcopal Church of the Atonement, Seventeenth Street, near Fifth Avenue, Brooklyn, referred to the war talk last night in his sermon. He said, in part:

"War is a spectre which rises out of the ashes of human justice. When there is absolute justice or an attempt at it, nobody thinks of war, but as soon as an impression comes into the human mind that an injustice has been done, then the grandest and most noble tendencies in man assist those desires which are more base, and rise up and make man wish to change the plow for the sword.

"Never since the days of the Spanish Inquisition have such terrible deeds been countenanced as have been done in Cuba. There surely must be something wrong with a nation that would do such things. War would be barbarism, but it must be resorted to to stop a worse kind of barbarism. The discipline on the Maine was beyond question, and the calamity could not have been due to the carelessness of her officers and men. The only remaining possibility is that the calamity was planned by some one who was or had been connected with the Spanish Government.

"No tramp carries torpedoes of that size in his vest pocket. No ordinary man could have the knowledge of or access to those favored spots from which an enterprise of such a nature could be launched. The deed stands on the records as a murder of such horrible proportions that we hardly dare to connect it officially with any nation, and yet it was engineered by a well-poised and well-educated mind.

"Capt. Sigsbee had the power to throw the nations against each other, and perhaps to embroil Europe in war, if, instead of unselfishly asking the Nation to suspend judgment, he had, in order to throw all possible blame off his own shoulders, declared or even intimated that it was a deed of treachery.

"I honor the Administration for the thoughtfulness and calmness with which it has investigated this matter. He who is at the head of the Nation is a warrior, and appreciates all the horrors of war. The Nation's dignity is safe in the event of war, but the Nation's morals, which become sorely deteriorated in warfare, are in the thought of the National Executive. The President's moderation, however, is something more than lethargy. In his calm and unruffled demeanor there is a sure token that he has made up his mind to a line of action, which, if possible, will keep Old Glory out of the dust without precipitating war, but if necessary by using the strongest measures which the standing of our Nation as a fighting force will warrant."

The Rev. Dr. Peters's Prayer.

The Rev. Dr. John P. Peters, in St. Michael's Episcopal Church, Amsterdam Avenue and West One Hundredth Street, yesterday morning made a special request that the prayers of his congregation be offered for the relatives and friends of the sailors who lost their lives by the disaster to the battleship Maine; also that the President of the United States and his associates at Washington have the wisdom given to them to act aright in any emergency that may befall the Nation.

CICERO'S REPUTATION WANING.

A Birthday Celebration Proposed—Russian Appreciation and German Detraction.

From The London News.

Stands Cicero where he did? Prof. Theodor Zielinski is afraid not. At the January session of the St. Petersburg Historical Society the professor made a proposal to his colleagues for a Russian celebration of the 2,000th anniversary of the birthday of Cicero. Such a celebration ought indeed properly to have been held by the united classical scholars of Europe and America, said the Russian advocate of the famous Roman; and they should have kept the Ciceronian festival three years ago, for Cicero was born in the year 106 before Christ. If such a festival had been proposed in the sixteenth century, or in the eighteenth, all the universities of Europe would doubtless have joined enthusiastically in the glorification of "Tully." But in our generation, as the Russian scholar regretfully observes, the reputation of Cicero has sunk to a low level, chiefly through the attacks of the Modern German historians of Rome, and mostly through the personal enmity of Mommsen. That great scholar, at the close of the third volume of his Roman History, strikes fiercely at Cicero as a politician, as an author, and as a man. As a statesman, according to Mommsen, he was utterly devoid of insight, of foresight, or of steady purpose.

As an author, he had "the nature of a journalist in the worst sense of the word" rather than that of a true man of letters. As a man he was feeble, superficial, politely artificial, and heartless. If the Russians want to understand the real greatness of Cicero they must turn from his German detractors to his French admirers, especially to Voltaire, "that cultured man of the world," the modern Cicero. "Voltaire's first educator," says the Russian scholar, "was an Englishman; it was not the English deism, but the religious-philosophical writings of Cicero which Voltaire studied on the school benches. He drew from Cicero the polished weapons which he used for the intellectual literature of the masses." The principles of Voltaire's famous tractate on toleration were derived, according to Prof. Zielinski, from Cicero's "De Natura Decorum." The Russian professor's own writings upon Cicero, it thus appears, may be taken as an academical contribution to the Russian-French alliance.

RAILWAY IN THE FAR NORTH.

An American's Trip from Archangel to the White Sea.

From The Baltimore Sun, Feb. 18.

Major J. G. Pangborn returned to Baltimore yesterday, having arrived in New York Wednesday evening by the White Star Liner Majestic, after a voyage which he declares one of the most generous admixtures of good and bad weather he has ever experienced.

Speaking of his Russian journeying since his departure, early in January, Major Pangborn remarked that had it not been for the militarism of a Berlin station master in dispatching the London express train upon the second, despite the fact that the Moscow express was just entering the other end of the station, he would have established a record of two weeks from the Arctic Ocean—or, to speak with absolute precision, the White Sea, which is an arm of the Arctic—to Baltimore.

"I left Archangel two weeks ago Sunday evening," said the Major, "and but for the spirit which has come to be regarded as the proper military aspect to give railway control in Germany, I should have caught the American liner St. Louis at Southampton the ensuing Saturday morning and been in Baltimore last Sunday morning. As it was, the stupidity of the military station master at the German frontier held our train for three-quarters of an hour within 100 yards of the platform where our baggage was to be examined, and to cap the climax, the military station master at Berlin would not give us a bare five minutes of grace to make the necessary transfer from train to train.

"The new Minister of Railways in Germany is a General of the army, and, as about all the more important masters of railway stations are former officers of the army or of purely military training, there promises to be methods introduced in railway practice in Germany which will be interesting to contemplate—from a distance.

"I am the first, other than a Russian," continued the Major, "to have made the journey to Archangel over the new railway, just completed, to the White Sea, and from the crossing of the equator in a railway train to penetrating to within two degrees of the Arctic Circle behind a locomotive is the encompassing of extremes indicative of what the new century has in store. The farthest north and the farthest south will be demonstrated to be mere terms significant only of direction in the grand chain of railway connection uniting the earth to its uttermost parts.

"The new Russian railway to Archangel, and opening the Arctic for the first time to railway connection, brings the sixty-fourth degree of latitude within the grand chain to which I have referred. The construction and operation of the line is just now of much interest on this side of the Atlantic, as the Klondike gold fields are in the same latitude, and railway extension to the basin of the Yukon will be under conditions and with environment very much the same. Archangel's importance, however, is not mineral, but timber, a large proportion of England's supply of white and red pine coming from there, last Summer no less than 140 odd English vessels putting into port in ballast and loading for the return voyage with timber.

"Peculiar as it may appear at first blush, Archangel is famous for its dairy products, its butter commanding the highest price in the London market. The building of the railway has greatly stimulated the dairy interests, and already large contracts have been entered into for augmenting the English supply. It was not nearly as cold at Archangel as it was in the country a day's journey south, where the temperature was down to 40 degrees below, but so clear and devoid of humidity as to be bearable with little or no extra heavy clothing, providing one kept moving about in the open air. Archangel is a substantially built and attractive town of some 24,000 population, the residence section being noticeable for trees, lawns, and gardens, which, from what I learned, must have a very delightful look to things generally during the Summer months. Seems odd to contemplate, but the month of June, which otherwise would be so charming, is, they tell me, made miserable by the extraordinary number and size of the mosquitoes, which fairly infest the place and make the people sigh and sigh again for the rigors of Winter.

"I saw no great extent of snow anywhere, a foot, or at the most fifteen inches, being the greatest depth. The Winter has been a most remarkable one in St. Petersburg, and the proverbial oldest inhabitant cannot remember its equal for mild temperature, the absence of snow and prevalence of rain. It certainly was phenomenal in the middle of January in St. Petersburg to post official notices prohibiting the crossing of the frozen Neva and to ring the bells of the fortress of Peter and Paul, warning the people of the threatened inundation by the breaking up of the ice. Instead of everything being on runners, all vehicles on wheels, and not a square inch of snow to be seen from end to end of the capital city."

STEADILY CHEAPENING.

In reckoning up the advantages of gas as a fuel the fact must not be lost sight of that its price is constantly diminishing. It was not so long ago that gas was $1.75 a thousand. Until very recently it was $1.25. At present the price is $1.15, and under existing law it is to go down 5 cents every year until "dollar gas" is reached. This gives every consumer a sure basis to figure on in estimating the expense of lighting or heating or cooking by gas. The outlay will steadily be less, and every new appliance that may be invented, every new stage of skill reached in regulating the consumption of gas, will represent so much additional saving. Thus all uncertainty is removed. Any one contemplating the putting in of extensive apparatus for heating or cooking by gas may confidently figure on the steady cheapening of his fuel.

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SMALLPOX IN GREENFIELD.

Three Suffering with the Disease and an Epidemic Feared.

GREENFIELD, Mass., Feb. 27.—Edward S. Bottomly, a car inspector for the Fitchburg Railroad, working at East Deerfield, and going back and forth on the trains daily to the Warner House, in Greenfield, is the third small-pox patient in town, and he went to the pesthouse to-day. Fears are entertained that the disease is becoming epidemic.

A joint meeting of the Board of Health, Selectmen, and physicians was held this afternoon to arrange measures for stamping out the disease, and a second pesthouse has been secured, with an additional nurse.

SMALL ICE HARVEST IN MAINE.

Operators on the Penobscot River Hindered by the Many Snowstorms.

BANGOR, Me., Feb. 27.—The remarkable snowfall of this Winter is likely to cost the ice operators of the Penobscot River a good many thousand dollars, for such have been the delays in work on account of time lost in scraping the fields that the harvest, which ordinarily would have been finished two weeks ago, is still dragging along, and only a long and strong cold snap can bring the crop up to even two-thirds of what was at first expected.

A few of the houses are full of new ice of the best quality, others have a few thousand tons of old stock with the new, while others are nearly empty.

The snowstorms have been so many and so close together that more time has been spent scraping than in all the other work. In some places there are several feet of snow on the ice, under that a few inches of water, then six or eight inches of sap ice, and then eight to twelve inches of blue ice. On some of the fields there has been so much snow that the ice has had no opportunity to thicken even in the coldest weather, and the fields of the Union and Dirigo Companies, near Crosy's Narrows, have thickened very slowly in spite of cultivation.

Indian Butter and Ghee.

From Blackwood's Magazine.

Perhaps the most widely known native product of milk is ghee or clarified butter, made generally from whole milk first boiled and then cooled and permitted to stand till it sours and thickens. The process is sometimes hastened by adding a little sour milk to the bulk, and the operation of churning is performed by taking a stick between the palms and rotating it in the centre of the milk placed in an earthen or brass vessel. This, in all but the mechanical part of churning, corresponds closely to the practice so largely and successfully followed in the south of Scotland of churning the whole milk.

The butter which results from this process is in no way deficient in flavor, and is noted for its keeping qualities. According to another native method fresh milk is boiled, cooled by surrounding the vessel containing it with cold water, and churned at once. The advantage of this system is that the buttermilk is sweet, but the butter is bad, owing to the native practice of handling it with unclean hands.

That Can

marked Cottolene, contains the shortening that makes everything else in the market basket more fit for food. It is the sign of a healthy household, where lard has been thrown aside; wherein thrift and good living and freedom from dyspepsia result from the use

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NEW TAX BILLS AT ALBANY

Mr. Brennan's Measure to Provide for Home Rule in Taxation Leads.

MR. IVES'S EQUALIZATION PLAN

Questions to be Answered in Writing by Each of the Taxable Inhabitants—Neglect to Pay Not Punishable.

ALBANY, Feb. 27.—The proposals for new legislation relating to taxation before the present Legislature are fewer in number than at some previous sessions. The decrease is possibly due to a disposition on the part of legislators to defer to Gov. Black's desire that the whole question be referred to a commission, and that, pending its report, no radical change should be made in the laws. It certainly is not due to any widespread conviction that the present system does not need reform.

Admittedly the most important taxation measure introduced this year is the bill presented by Assemblyman Brennan of Kings "to regulate assessments and to provide for home rule in taxation." It is not a new plan and its provisions are familiar. It directs tax assessors to assess the value of land separately from improvements and authorizes the Board of Supervisors in any county or the Common Council of any city to levy all taxes except for State purposes, exclusively upon personal property alone or on real estate alone, including land and all improvements thereon, or on land alone, exclusive of improvements and personal property, or upon land, improvements, and personal property taken together.

Another bill, embodying the same principle, has also been introduced by Mr. Brennan, which authorizes any Board of Supervisors, Common Council, or Municipal Assembly to "grant to any specified class or classes of property exemption from taxation" for other than State purposes, and adds the important proviso that no distinction shall be made "upon the ground of the ownership or situation of any property."

Tax Reform Association's Backing.

Both these bills are now in the hands of the Assembly Committee on Taxation and Retrenchment, of which Mr. Brennan is Chairman. Earnest work in their behalf has been prosecuted by Mr. Lawson Purdy, representing the New York Tax Reform Association, and the prospect is that they will both be reported favorably on Wednesday of this week. The idea of local liberty in local taxation which they seek to secure has grown steadily in recent years, and the hope of its receiving legislative sanction is stronger now than at any time since the movement in its favor was begun. Friends of the reform who have labored in its behalf for years are encouraged at the possibility of its going through the Assembly, at least, even if the Senate—less amenable to the influence of new ideas—should block its further progress.

The most elaborate taxation scheme of the session is that introduced by Mr. Ives of St. Lawrence, entitled, "An Act to Equalize Taxation." In this measure a lengthy inquisition is proposed with a view to getting at the elusive forms of property which now so frequently escape. All mortgages, judgments, contracts for sale of real estate, or other obligation in writing by which the payment of debt is made a lien upon real estate are treated as an interest in the property affected, for the purposes of taxation, the owner of the real estate being taxed on its value less the amount of the debt so secured, and the holder of the obligation being taxed on its value. If the owner of the mortgage or other obligation fails to pay the tax in sixty days it is to be collected from the owner of the real estate and the amount of the debt reduced by the amount of the taxes so paid.

Report of Taxable Inhabitants.

Farmers' and mechanics' tools to the value of $500, all wearing apparel, household furniture not exceeding $1,500 in value, and the library of every professional man, not over $500 in value, are added to the catalogue of property now exempt from taxation.

Before March 1 in each year, town and city clerks are required to report to the Controller the total number of taxable inhabitants, copartnerships, corporations, and associations liable to taxation in their respective towns and cities. On or before April 1 the Controller must supply blank inventories to be sent to each of these taxable individuals or corporations, on which answers must be filled out to interrogatories concerning the following six points:

1. The different parcels of real estate owned, with accurate and detailed description thereof.
2. The amount of valid debts constituting a lien upon such real estate, the parcel or parcels of land affected, the residence or place of business of the owner of the debt, and the nature of the instrument securing it.
3. The value of each different kind of personal property owned, whether money, bank deposit, bonds, mortgages, notes, stock, solvent debts, payments of which are not made a lien upon real estate and book accounts.
4. The amount of debts owing by him, payment of which has not been made a lien on real estate or which is not due on a contract for the sale of real estate, and the name of and address of the creditor or creditors.
5. The parcel or parcels of real estate held in a representative capacity, as executor, guardian, assignee, receiver, or agent, and for whom so held.
6. The value of each kind of personal property held in such representative capacity, including money, notes, securities of all kinds, and solvent debts due or unpaid.

Every individual or corporation liable to taxation is required to answer these interrogatories under oath between the 15th and 25th of April. The inventories are to be kept private, and copies submitted on or before the 1st day of May to the Assessors, who, after using them in making their assessments, and after the annual review day of assessments, must destroy such copies.

Neglect to Pay to Incur No Penalty.

A brief but important bill affecting the taxation question is that introduced by Mr. Brennan, which has already passed the Assembly, and is now pending in the Senate, providing that neglect or refusal to pay any tax shall not be punishable as a contempt or as misconduct, and no fine shall be imposed for such non-payment, nor shall any person be imprisoned or otherwise punishable on account of non-payment of any tax, or of any fine imposed for refusal or neglect to pay such tax.

Assemblyman Gibney of Westchester, a county in which the question of taxation has aroused much interest of late, has proposed an amendment to the law regarding the preparation of assessment rolls, which requires that all buildings, structures, or other improvements shall be assessed separately from the real estate on which they stand.

Mr. Vincent has introduced a bill exempting from taxation "money loaned at not exceeding 2 per cent. less than the regular rate of interest, and secured by mortgage upon real property in the State."

A bill introduced by Mr. Sanford of Westchester provides that "mortgages on real property in the State of New York and debts secured thereby shall be exempt from taxation."

Assembly Bill No. 709, introduced by Mr. Brennan, declares that "new buildings, additions, or other improvements shall be exempt from taxation until they are so far finished as to be fit for use; provided that such exemption shall not extend beyond two years from the official approval of the plans and specifications therefor."

General Revision of the Laws.

A general revision of the taxation law is proposed in a series of bills prepared by the State Tax Commission and introduced in the Senate by Mr. Krum. One of the important changes made is the inserting of a provision that where personal property other than stocks, bonds, securities, and other intangible property is kept through the year at a place other than that in which the owner resides, such property shall be assessed at the place where so kept, without reference to the residence of the owner. If any person assessed for personal property claims at the time fixed for hearing complaints that he is a resident of a tax district other than the one in which he is assessed, his name shall not be stricken from the roll unless he shows to the satisfaction of the Assessors that he is assessed for personal property at the place where he claims such residence.

Bi-Partisan Commission.

A bi-partisan equalization commission of three, two residents of the county and one from outside, but from the same judicial district, is created, to serve for three years, and to receive $4 a day each while actually employed, but not more than $300 in any one year. These Commissioners are empowered to inspect the assessment rolls for the purpose of ascertaining whether the valuations in one town or ward bear a just relation to the valuations of all the towns and wards of the county. They may increase or diminish the aggregate valuations of real estate in any town by adding or deducting such sum upon the hundred as may, in their opinion, be necessary to produce a just relation between all the valuations of real estate in the county, but they shall in no instance reduce the aggregate valuations of all the towns and wards below the aggregate made by the Assessors.

The bill establishing a special commission of five citizens to make a study of the taxation problem and report to the Legislature what changes, if any, should be made in the laws will probably be passed this week, and the names of the distinguished citizens who are to study the puzzling questions of whose number and importance this list of bills gives a hint will be announced soon thereafter.

NEW YORK LEGISLATURE.

Routine Work to be Pushed This Week in Anticipation of an Early Adjournment.

ALBANY, Feb. 27.—Few measures of general interest will be considered by the Senate this week, but, in anticipation of an early adjournment, the Senators will endeavor to push to final passage the bills in which they are interested respectively. The sessions will be devoted largely to routine action upon a large mass of local legislation which has been accumulating on the calendar and in the committees.

It is expected that the Primary Election Reform bill will be introduced this week. Leader Ellsworth's Newspaper Libel bill, which was reported favorably by the Senate Judiciary Committee last Wednesday, will take its place on the general orders calendar on Tuesday. Senator Ellsworth will move the bill to the order of final passage, but there will be strong opposition to the measure. The bill will be considered in the Assembly also this week.

Senator Cantor has given notice that early this week he will make another attempt to have the Committee on Miscellaneous Corporations discharged from the consideration of his bill providing for dollar gas in the Boroughs of Manhattan and the Bronx. It is claimed by the members of the committee that a report on the bill is being held back in order that the suburban gas companies can be heard. Senator Cantor contends that these companies are not affected by his measure, and that there is no reason why the Senate should not be permitted to vote upon the dollar-gas proposition.

Hearings before Senate committees are announced as follows:

Tuesday—Before the Cities Committee—Senator Wieman's bill to pension all surviving volunteer firemen of the Borough of Brooklyn; Senator Nussbaum's authorizing cities of the first and second class to purchase works of art, and providing for the appointment of art commissions in such cities.

Wednesday—Before the Codes Committee—Senator Nussbaum's bill to repeal the anti-scalpers law.

Thursday—Before the Committee on Taxation and Retrenchment—Senator Brush's bill reducing telephone rates; Senator Guy's and Senator Burns's Good Roads bills.

Assembly committees will give hearings on the following bills:

Tuesday—Before the Cities Committee—Mr. Burr's bill designating papers for municipal advertisements in the Borough of Brooklyn; Mr. Marshall's, providing for the purchase of works of art by municipalities; Mr. Tiffany's, authorizing the payment of $65,000 a year to the Manhattan Hospital and Dispensary by New York City; Mr. Brennan's, authorizing the construction of a new East River Bridge; Mr. Seligsberg's, providing for the reorganization of the New York Park Board; Mr. Brennan's, providing that street repairs in cities shall be done by day's work and by citizens. Before the Codes Committee—Mr. Bondy's bill, amending the anti-conspiracy law; Mr. Holbert's, prohibiting the use of trading stamps; Mr. Harburger's, authorizing Sunday baseball and dramatic entertainment licenses. Before the Committee on Internal Affairs—Mr. Wallace's bill creating the new County of Nassau from a portion of Queens.

Wednesday—Before the Railroads Committee—Mr. Mitchell's bill providing that no surface or elevated railroad in New York City shall charge more than 5 cents for a continuous ride within the city limits. Before the Ways and Means Committee—Mr. Fitzgerald's grain elevator bill. Before the Committee on Judiciary—Mr. Donnelly's anti-trust bill; Mr. Tiffany's, abolishing the office of Special Juror Commissioner in New York; Mr. Goodsell's, providing that foreign stock corporations shall have no more privileges than domestic concerns; Mr. Brennan's, prohibiting officers of Societies for the Prevention of Crime in New York from obtaining warrants for the arrest of individuals charged with crime until the Chief of Police has investigated the evidence.

Thursday—Before the Cities Committee—Mr. Murray's bill to construct a recreation pier at West Ninety-eighth Street in the Borough of Manhattan; Mr. Crabtree's, authorizing New York City to appropriate $10,000 for the relief of indigent soldiers and sailors.

BIENNIAL SESSIONS.

Mr. Croker's Flop on the Question Attributed to the Influence of David B. Hill.

ALBANY, Feb. 27.—The news of the declaration of Richard Croker and the vote of the Tammany Executive Committee in favor of biennial legislative sessions was received here to-day with amazement. The theories in explanation of the change of front were various, but there was agreement among the Democratic politicians that it was a triumph for David B. Hill, and an indirect acknowledgment of his real leadership of the party in the State.

When the issue was first sprung Mr. Hill counseled those members of the Senate and Assembly who sought his advice to support the amendment. He argued that the change would be a good thing for the State, and that it was desired by the people, which made it all important that the party should not be arrayed against it. For a time several of the Tammany members talked privately in favor of the bill, and it began to look as if it would go through with the support of both parties.

Suddenly orders came from Mr. Croker to oppose the amendment. Then the Republicans made it a party measure, and it was put through the Senate with all but two Republicans voting for it and all the Democrats voting against it. Men like Senators Cantor and Guy, who had been in favor of the reform, voted against it under pressure from Tammany headquarters, and Senator McCarren announced in casting his vote in opposition that he did so under orders.

In the Assembly only Messrs. Palmer of Schoharie and Van Hoesen of Cortland heeded Mr. Hill's advice and announced that they would vote for biennial sessions. It was openly said among the Tammany members that orders had been issued in New York to oppose the resolution, and on sending it to third reading every Democrat except Palmer voted "Nay," Van Hoesen intending to vote "Aye" on its final passage.

On the heels of all this, after the party has been put on record against the measure in obedience to Mr. Croker's private instructions, his eleventh-hour conversion places the Tammany members in a most awkward plight. Last week they were talking of holding a caucus to bring Palmer and Van Hoesen into line. Now, if they obey Mr. Croker's latest orders, it is pointed out they will all have to come to Palmer's position, which is David B. Hill's.

Mr. Hill spent last week in New York. Among his earliest callers there was Perry Belmont, and among the subjects they discussed was biennial sessions. Mr. Hill urging that the party should come out for the change. Mr. Belmont, it is known, saw Mr. Croker soon afterward, and the theory which finds most acceptance here is that, mindful of his possible candidacy for Governor, Mr. Belmont, himself convinced by Mr. Hill, convinced Mr. Croker of the wisdom of depriving Gov. Black of his strongest campaign card by declaring for biennial sessions.

Mr. Hill is known to have talked also with Cord Meyer, Jr., another Gubernatorial possibility, and with certain other members of the Democratic Club, to whom he pointed out the folly of allowing the party to go on record against the proposed reform. That Mr. Croker's reversal of his own position and indorsement of Mr. Hill's should have come the day after the ex-Senator's return to Albany is regarded here as more than a coincidence.

CASTORIA.
The fac-simile signature of Chas H. Fletcher is on every wrapper.

THE DEMOCRATIC CAMPAIGN

Party Leaders and Papers Indorse the Plan of Ignoring the Currency Question.

STATE ISSUES PUT FORWARD

Bryan and Anti-Bryan Organs Urge a United Fight Against the Republican Administration at Albany.

ALBANY, Feb. 27.—The Democratic plan of campaign for next Fall, as agreed upon by the party's leaders here and outlined recently in these dispatches, is receiving support from all sections of the State. The politicians who have drifted in and out of here from various interior points report that it accords with the general disposition of the masses of the party, and their testimony is confirmed by the utterances of the Democratic papers.

These utterances, which are accepted here as important indications of the trend of party sentiment, come from newspapers which declined to support Mr. Bryan in 1896, as well as from those which retained their regularity by fighting for him. Strong "sound-money" Democratic papers like The Rome Sentinel, Utica Observer, Syracuse Courier, and Rochester Union and Advertiser, none of which supported Byran for President, have indorsed the determination of the party leaders to confine the State campaign to State issues, leaving the various districts to deal as they choose with National questions so far as they are involved in the election of Congressmen. Careful scrutiny of the daily and weekly Democratic press of the interior fails to show a single newspaper arrayed in opposition to this programme.

Views of Anti-Bryan Papers.

The Rome Sentinel says on this point: "In the local elections about to take place everybody knows that local questions are first; in State elections State matters should be of prime consideration. This is logical and reasonable. The followers of Platt would like to hide their record in State affairs behind a ghostly scarecrow, but nobody will be frightened by their antics in 1898 any more than they were in 1897. The year 1900 will take care of National questions; the people have other business concerning this State to care for this year. They will waste no time fighting windmills, but will direct their attention to cleaning the Augean stables at Albany."

Calling attention to the fact that this year an entire State ticket is to be elected, The Syracuse Courier says: "This of itself is warrant for the statement that if success is to be gained for the Democrats they cannot permit their energies to be diverted by questions foreign to those relating to the better government of this State. The issues in this State are local to this State. It was the subordination of everything to the real issues, the local issues, that elected Van Alstyne Mayor in Albany, Diehl in Buffalo, Van Wyck in New York, McGuire in Syracuse, and Parker in the State. Should not experience point out the wise path?"

"The wide divergence of opinion on some questions need not and should not," The Utica Observer thinks, "hinder union on other questions—vital questions of State and local Government—on which the party is substantially a unit. We have won in a State election since the overwhelming defeat of 1896, and won on State issues. We have won, and are winning now, in local elections on local issues. This year we have every incentive to follow on the same lines. If we do we shall have a great victory in November next."

This statement comes from James W. Hinkley's paper, The Poughkeepsie News-Press: "The State election next Fall will be fought and won on State issues, in spite of Platt's frantic efforts to lug in National issues. The solid rank and file of the Democratic column will bury past differences and divisions, just as Democrats did in New York City a little while ago, and win a straight victory in the State."

Silver Organs Acquiesce.

On the same line are these editorial expressions from Democratic papers which supported Bryan in 1896:

Binghamton Leader: "We do not understand how the Republicans can, in the light of experience, look forward with any hope that the voters will permit themselves to be beguiled into settling important State questions on the basis of their views as to what should be the money policy of the Federal Government."

Oswego Palladium: "State matters will be uppermost (this Fall) just as town matters are uppermost in the town elections now prevailing. It will be time enough to bring in National questions in 1900."

Plattsburg Republican: "Our Republican friends are making tremendous efforts to introduce the financial question as the leading issue of the coming campaign, but the plan will be a failure. * * * The next State campaign will be fought on State issues, and the record of the party in power will, in that campaign, be subjected to the most thorough scrutiny."

Hudson (Columbia County) Register: "It is an old trick of the Republicans to attempt to draw off the attention of the voters from the real issue, but it failed signally last November, and will fail again in the coming State campaign. The Republicans must be held strictly to account for mismanagement and extravagance. The attention of the people must be kept on the fact that the financiering during recent Democratic administrations cleared the State of debt, and that Republican rule has again plunged the Commonwealth back into the slough."

Hopes of Party Harmony.

In the event of an agreement to subordinate all things else to a square fight with the Republicans on State questions, the Democratic leaders here predict that the State convention next Fall will be as harmonious as could be wished. They declare that there is no reason to expect any trouble over the financial plank, as that can be left to the Congressional conventions. Nor do they apprehend that many of these conventions will take extreme positions on the financial issue. In the absence of any direct effort to keep them from expressing themselves, it is believed that the rabid advocates of the Chicago platform will have less inclination to demand its indorsement than if forbidden to do so.

The hope that the State Convention will be harmonious on the currency issue is fostered by Mr. Croker's statement to the Tammany Executive Committee yesterday "that while the gold and silver question may provoke contention and discussion," he regards other questions as more important. Mr. Croker's advice to the Tammany members "to confer with their Democratic associates from other parts of the State about the Cheap Gas and Anti-Trust bills" is looked upon, too, as a practical acquiescence in the plan of campaign of the up-State leaders to force the fighting on State lines.

PRIMARY REFORM MEASURE.

Erie County Republicans Indorse the Bill Prepared by Union League Club and Other Committees.

Paul D. Cravath, Chairman of the Union League Club Special Committee on Primary Election Legislation, last night gave out this statement for publication:

"The draft of a proposed primary election measure, embodied in the third proof issued last evening, seems to meet with the approval of the various committees and others with whom the special committee of the Union League Club have been in conference. A number of the earlier proofs were distributed in various quarters for the express purpose of inviting criticisms and suggestions.

"The co-operation thus secured has resulted in very substantial improvements, which are embodied in the last proof. Valuable criticisms have been received from both Senator Pavey and Assemblyman Laimbeer, and have been acted upon. We are desirous of receiving the further suggestions of all who are interested in the subject, and additional suggestions of value will doubtless be made before we will feel warranted in submitting our measure as finally completed.

"It has, however, received, as to all of its substantial features, the approval and support of so many men who are interested in the subject and have made it a study that no radical changes are likely to be suggested.

"The committee from the 'Committee of Fifty-three' movement has supplemented its action in approving the measure by appointing Gen. Wager Swayne and Henry W. Taft and Chase Mellen a sub-committee to advocate it at Albany.

"Several days ago the measure was approved by the committee of the Buffalo Republican League, and word has just come from Buffalo that at a meeting held last evening the Executive Committee of the Republican General Committee of Erie County unanimously adopted the following resolution approving the measure as to its important features:

"Whereas, The Executive Committee of the Republican General Committee of Erie County is informed that a bill for the purpose of affording a full, free, and fair expression of the people at primary meetings has been drafted under the supervision of a committee of the Union League Club of New York City, after consultation with the various factions of the party in that city, and in the drafting of which representatives of Buffalo had a part, be it

"Resolved, That this committee hereby approves of such bill in so far as it provides for the following particulars: (1) An enrollment of party men on the days of registration; (2) a test for membership in a party which will admit to participation in party primaries all those who disagreed with or voted against party nominations in the years 1896 and 1897; (3) the holding of the primaries on specified days, in the election booths and surrounded by the same formalities to which voters are accustomed on election day; (4) a ballot for primaries which shall conform to an official sample and thus conserve secrecy; (5) a summary review of any action or neglect on the part of any individual, officer, or committee by the proper courts."

Senator Platt Has Many Visitors.

Senator Platt had many callers yesterday at the Fifth Avenue Hotel. Nearly all the Republican leaders who are in the city visited him at different times during the day. Early in the afternoon he had a long conference with State Senators Lexow and Ellsworth, Congressman Quigg, and Chairman Hackett of the State Committee. It was said that the new primary reform bill indorsed by the Union League Club was discussed, and that it would probably be passed. There was some talk on other local legislation, and it was practically decided that there should be an early adjournment of the Legislature.

Mr. Hanna Leaves for Washington.

Senator Hanna left the city yesterday afternoon for Washington. He declined to talk politics or to discuss the reason for what are taken as the preparations for war being made by the Administration. He reiterated the statement he made Wednesday that all he knew of the Spanish situation was what he had learned from the newspapers, and that he could find nothing in them that justified any fear of war.

A WATER COMPANY'S OFFER.

The Woodside Works Willing to Supply Long Island City Until May 1, 1898.

The Woodside Water Company, which formerly supplied a portion of the water used in Long Island City, offers to continue the supply for a limited time, pending the procurement by the city of a full supply. The thickly settled portion of the Borough of Queens is poorly supplied with water, owing to a limited source of supply and inadequate pressure from the pumping stations.

President Tyrrell of the Woodside Company has written to Commissioner of Water Supply William Dalton as follows:

"In order that the urgent necessity for more water in that part of the City of New York formerly known as Long Island City may be immediately supplied, and at the same time the officials of the city may be in a position to fully consider the best plan for supplying water in said territory, without being embarrassed by the urgency of the need, the Woodside Water Company offers to deliver in the city main in the First Ward of the Borough of Queens until May 1, 1898, an abundant supply of pure and wholesome water without cost or charge to the city.

"The water of the Woodside Company has been analyzed by the chemists of the State Board of Health and by the Board of Health of the former City of New York, and by Prof. John A. Mandel of Bellevue Hospital, and by all pronounced of excellent quality.

"In order to avail of this offer it is only necessary for you to grant permission to the Woodside Company to remove the gate between the company's and city's mains, the two systems being now connected, as the Woodside Company last year delivered to the former Long Island City over fifteen hundred thousand gallons a day under a contract which the courts have since held to be void, as being made without the consent of the Common Council of Long Island City.

"If this offer is accepted the water will be delivered at eighty pounds head at the city's mains."

Ex-Mayor Gleason of Long Island City, who made the contract with the Woodside Company, yesterday said the offer ought to be accepted as a temporary way out of the difficulty. He said he made the contract, which was afterward declared invalid, to relieve the very trouble which now confronts the city. The great trouble with the water supply of Long Island City was that the pumping stations did not have sufficient capacity. Even if they had, the pipes in the streets were too small. The city owns but seven-eighths of a mile of sixteen-inch pipe, and but three-eighths of a mile of twelve-inch pipe. The rest of the pipe is of the four and three inch kind. The demand exceeded the carrying supply, he said, and as a result there was not sufficient pressure. The Woodside Company, he added, has about seventeen miles of sixteen and twelve inch pipe.

Mr. Gleason said the city ought to own all its water supply, and should take advantage of the right of eminent domain and take possession of every water supply works now supplying portions of the city. He had reason to believe that a corporation having for its object the securing of all these pumping stations and sources of supply was about to be formed, and he thought the city ought to act first.

FOUND THEM IN THE THEATRE.

Boys Asked for Food, Stole a Watch, and Pawned It.

Two boys called on Mrs. Lizzie Phillips of 207 Washington Street, Hoboken, Saturday night and asked for something to eat. She left the room to get them some bread and meat. After the boys had gone she missed a gold watch and a pocketbook containing 46 cents.

She notified the police, who at a late hour found the boys in the Lyric Theatre. They had pawned the watch. The ticket was found on one of the boys, showing he had obtained $10 on it. Part of the money was found on them. They described themselves as Walter Eagen, ten years old, of 303 Willow Avenue, and John Linchbecker, twelve years old, of 333 Madison Street. They will be arraigned before Recorder McDonough to-day.

SUICIDE STAYNES'S RELATIVES.

Bankers Send Money from England for a Monument in Newark.

NEWARK, N. J., Feb. 27.—When John Stafford Staynes committed suicide in the Palace Hotel here in December last, it was generally believed he was a member of a good family. The Masonic fraternity took charge of the body and gave it burial. Some papers found on the person of the suicide were sent to England, from which country Staynes had come a few months before he killed himself. Yesterday County Physician Washington, who forwarded the papers, received a draft from Staynes's family in Leicestershire, England, to cover all costs, and also a letter asking that a suitable monument be erected over his grave, the expense for which would be borne by Staynes & Son, bankers, of Leicestershire.

YESTERDAY'S FIRES.

(From 12 o'clock Saturday night until 12 o'clock Sunday night.)

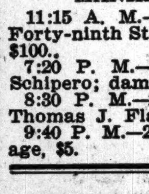
MANHATTAN AND BRONX.

11:15 A. M.—578 East One Hundred and Forty-ninth Street; Joseph Diemer; damage, $100.

7:20 P. M.—37 Monroe Street; Herman Schipero; damage, $200.

8:30 P. M.—22 West Eighty-fifth Street; Thomas J. Flagg; damage, $10.

9:40 P. M.—274 Bowery; H. Jacobs; damage, $5.

Finest Flavor. Fairest Price.

Wilbur's Breakfast Cocoa

THE OUTLOOK IN CONGRESS

House Leaders Working Energetically in Order to Secure an Early Adjournment.

APPROPRIATION BILLS RUSHED

Talk of Closing the Session Early in May—Trouble with Spain Would Delay Adjournment—The Hawaiian Programme.

WASHINGTON, Feb. 27.—The House leaders have been doing their best to expedite the appropriation bills, with a view to an early final adjournment, and they are succeeding beyond their expectations. Not before in a quarter of a century have the appropriation bills been so far advanced in the long session as they are at this time.

Only three of the thirteen regular bills remain in committee. The other ten have gone through one or more legislative stages. Of these, the Military Academy bill is in the hands of the President, awaiting his signature. The condition of the other nine bills is as follows:

The Pension bill has passed both houses and the differences have been agreed upon in conference.

The Legislative, Executive, and Judicial, the Army, the Fortifications, and the Agricultural bills have passed both houses and the differences are being adjusted in conference.

The Senate amendments to the Diplomatic and Consular bill have been agreed to by the House Committee on Foreign Affairs, and the bill only awaits confirmation by the House of this action before going to the President.

The Indian bill has passed the Senate, and the amendments placed on the bill are being considered by the House committee.

The District of Columbia bill, which has passed the House, is still in the Senate committee.

The Sundry Civil bill will probably pass the House to-morrow.

Bills Not Yet Completed.

Of the three bills still unreported to the House, the Naval and Post Office must await certain developments before they can be completed.

The naval bill practically is complete save for the provisions for dry docks and new ships. On both these propositions the developments of the next few days are expected to control the action of the committee. If the Court of Inquiry into the Maine disaster should render a finding which portends strained relations with Spain, the most liberal provisions would be made both for dry docks and ships. If it shall appear the disaster was not due to accidental cause aboard ship, it is almost certain that two new battleships will be provided for, one recommended by the Secretary of the Navy, and one to replace the Maine, and it is probable that at least one new dry dock will be authorized. In case the Maine disaster is found to have been caused by accident, it is probable no provision for battleships will be made in the new bill.

The completion of the Post Office bill depends upon the action the House takes upon the Loud bill relating to second-class mail matter, which is to be acted upon this week.

The General Deficiency bill is always the last of the bills to be reported, as it includes such deficiencies and other items as must be provided for at the close of every session.

Possible Causes of Delay.

With the appropriation bills and the Immigration bill, the consideration of which has been set for March 15, out of the way, nothing now in sight would remain to prolong this session of Congress save the question of the annexation of Hawaii or war.

The leaders on both sides looking ahead, eliminating both these subjects as probabilities or possibilities of delay, agree that appropriation bills should be passed and that Congress should be ready to adjourn early in May.

If such a contingency as war should arise it would be necessary for Congress to act both in the formal declaration of war and in furnishing ways and means for its prosecution.

With regard to Hawaiian annexation there is no doubt that if the present treaty is abandoned in the Senate no move for annexation by legislative enactment will be initiated by the House. The sentiment both among the friends and opponents of annexation in the House is that after the long contest at the other end of the Capitol the Senate should retain jurisdiction of the subject. Action by the Senate upon a resolution of annexation therefore would precede any action by the House, and it is this which gives color to the general impression in the House that action upon a resolution in the Senate can be delayed until both houses have completed their other work, and that then an effort will be made to adjourn and leave the question suspended.

The Hawaiian Outlook.

Speaker Reed gives no concealment of his personal opposition to annexation, and several other prominent Republican members, like Cannon of Illinois, Walker of Massachusetts, and Johnson of Indiana, are outspoken opponents of annexation. Some of the others, like Chairman Dingley of the Ways and Means Committee, have made no public declarations upon this subject, but are believed to be in sympathy with the opponents of annexation.

A large majority of the Republicans, however, are, of course, in favor of the Administration's policy, many of them enthusiastically so. Chairman Hitt of the Foreign Affairs Committee is placed among the supporters of annexation, but it is probable the real brunt of the battle, if the contest is transferred to the House at this session, will be borne by Gen. Grosvenor of Ohio and Gen. Henderson of Iowa, both of whom are enthusiastic in their support of it.

The indications all point to a concentrated plan on the part of the enemies of annexation at both ends of the Capitol to hurry through the appropriation bills and adjourn before action can be had on the joint resolution in the Senate. This, it is pointed out, would be the easier way to defeat, or, at least, postpone action, for if the resolution should get into the House the divisions in the Republican ranks would be uncovered, and the leaders would be found on opposite sides.

Some of the Republicans who are opposed to annexation do not care to be placed in a position of public antagonism to the Administration if it can be avoided. They would, of course, prefer to see the question postponed rather than have it brought to an issue in the House. The Democrats, with comparatively few exceptions, are hostile to annexation.

THIS WEEK IN CONGRESS.

House and Senate Programmes—Matters That Are to Come Up for Consideration.

WASHINGTON, Feb. 27.—The programme for the House for the coming week includes the completion of the Sundry Civil bill, which has been under consideration since last Wednesday, action on the bill for the relief of the victims and survivors of the Maine disaster, the Senate bill authorizing the enlistment of two additional regiments of artillery, and the Loud bill relating to second-class mail matter.

The Loud bill has been made the special order for Tuesday, Wednesday, and Thursday. A spirited contest is anticipated, but Mr. Loud, the author of the bill and the Chairman of the Post Office and Post Roads Committee, is confident it will pass.

The bill takes all complete books printed as in serial form out of the second-class rate (1 cent per pound) and places them in the regular book-rate class, which pays 8 cents per pound. It also prohibits the transmission of "sample copies" at pound rates.

If the bill should pass and be executed according to its spirit, Mr. Loud estimates that the annual saving to the Government effected by it during the next four years would approximate $12,000,000. Many publishers and newspapers are hostile to the measure, but thus far the opposition has not been so active as it was during the last Congress.

To-morrow, under the rules, is District of Columbia day, but Chairman Cannon, in charge of the Sundry Civil bill, probably will insist upon going ahead with his bill. He refused yesterday to yield to Mr. Boutelle, who was extremely anxious to secure the immediate passage of the bill for the relief of the Maine victims. The latter measure doubtless will be called up as soon as the appropriation bill is out of the way, but the bill for two additional regiments of artillery probably will not be taken up until the special order for the consideration of the Loud bill exhausts itself.

Beyond the fact that the Corbett case will be decided Monday, and the probability that after its discussion the bill regulating the right of way for railroads in Alaska and for other purposes will be taken up, the programme in the Senate for this week is quite indefinite. The Alaska bill is of much wider scope than its title indicates, and it will not be voted upon without considerable discussion. There is no general disposition to defeat the bill, but some Senators are of opinion that it should be amended in several particulars, and they will seek to secure these changes before the vote is taken. It is believed the bill will pass after a day or two of talk upon it.

It is probable that after the Alaskan bill is disposed of some of the bills of less general importance on the calendar will be considered. One of these is the bill for the payment of the claim of the book agents of the Southern Methodist Church for property destroyed at Nashville during the civil war. This bill appropriates $288,000, and has aroused some opposition.

It is understood to be Senator Davis's intention to again move the consideration of the Hawaiian Treaty bill, but there is no disposition at present to unduly press the treaty, in antagonism to other measures.

It is possible the bill making appropriations for the District of Columbia will be reported by the Committee on Appropriations this week. There are only five of the appropriation bills to be considered by the Senate, which is a record far in advance of that usually made at this date in long sessions of Congress. This fact is causing Senators to begin to talk about final adjournment at a far earlier date than usual.

Three of the measures which are as yet unconsidered are the District of Columbia, the Naval, and the Sundry Civil bills. Each is liable to arouse debate, but Senators generally agree that adjournment can be reached by May or June.

The friends of the Hawaiian treaty say, however, that some of the appropriation bills will be held back until the question of annexation is decided, and this determination is one of the circumstances which may cause the postponement of adjournment.

BANK AT BAYARD, NEB., ROBBED.

Masked Men Beat the President and Forced Him to Open the Safe.

OMAHA, Feb. 27.—A report has just been received from Bayard, a town in the interior of the State remote from telegraph service, that two masked men took A. O. Taylor, President of the Bank of Bayard, from bed last night and compelled him to open the safe in the bank. Only a small sum was secured. Taylor was severely beaten about the head. A posse is in pursuit of the robbers.

TATARSKY FOUND IN VIRGINIA.

He was Indicted Here for the Larceny of Diamonds in October.

PETERSBURG, Va., Feb. 27.—Samuel Tatarsky, who is under indictment in New York for the larceny of $1,100 worth of diamonds from Charles Gutterman of that city in October last, was arrested in Dinwoodie County yesterday and brought to jail here to await requisition papers. While none of the property was found in his possession, and while he stoutly declared his innocence, Mr. Gutterman, who arrived here to-day, identified him as the man who took his goods.

After getting the diamonds, Tatarasky left New York, going to Charlotte, N. C., and thence traveling to other points, repairing, buying, and selling jewelry. He has been here for two months.

DR. HELMUTH TO STUDENTS.

His Annual Sunday Lecture to Prospective Graduates.

Dr. William Tod Helmuth, Dean of the department of surgery of the New York Homeopathic Medical College and Flower Hospital, delivered his annual Sunday lecture, under the auspices of the Hahnemannian Society of the college, yesterday afternoon. The large lecture room of the college was crowded with students and invited guests. Dr Helmuth's lecture was addressed to the students about to enter upon active professional life.

He told them what the world would expect of them, and advised them as to their conduct and outlined their duties under the new responsibilities imposed on them. He said that a doctor must be a good man, as well as a learned one; that he should see in his patient a human being in distress and not simply a machine out of order; that he should look out for his own welfare and that of his wife and children, and so should choose that system of medicine which results in the largest number of cures and the fewest failures, deciding this question without prejudice.

QUEER ACTION IN A CHURCH.

Italian Rushes Down the Main Aisle of St. Francis's, Hoboken.

While mass was being said in the Italian Roman Catholic Church of St. Francis, at Hoboken, yesterday, by the Rev. Dominick Marzetti, a man who sat in a rear pew suddenly jumped up and ran through the centre aisle to the chancel rail, where he stood muttering in excited tones, though no one near him could distinguish what he said. Two members of the church led him to the sidewalk, where he was given in charge of a policeman.

At Police Headquarters he said he was Michael Napolone, forty-three years old. He said his home was in Philadelphia, but he could not remember his address. He was sent to the county jail to await examination as to his sanity by County Physician Converse. The Philadelphia police were notified, but could get no information concerning him.

Child Burned to Death in Mashpee.

SANDWICH, Mass., Feb. 27.—It was learned early this morning that a dwelling house in Mashpee, about ten miles from here, was destroyed by fire last evening, and a child, Rachel Green, was burned to death. The little girl, who was five years old, and her grandmother were the only persons in the house, which was some distance from any other dwelling, but the old woman, although very infirm, managed to save herself. She was unable to give any details as to the origin of the fire.

Fell Dead in a Restaurant.

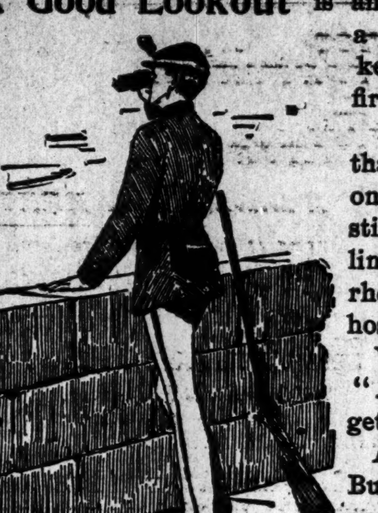
Alexander McKinley, apparently a homeless man, went into the restaurant at 76 Tenth Avenue yesterday afternoon and ordered a bowl of soup. As the waiter was serving the soup McKinley fell from his chair to the floor. An ambulance from the New York Hospital was summoned, but before its arrival the man had died. The body was removed to the Morgue. Heart disease is supposed to have caused death.

LOSSES BY FIRE.

BELFAST, Me., Feb. 27.—Nearly all the buildings with their contents on the estate of Capt. Robert H. Coombs were destroyed by fire this afternoon. Loss, $8,000.

LYNCHBURG, Va., Feb. 27.—The Stamford Dye Works were destroyed by fire this morning. Loss, $100,000. The property is owned by the Stamford Manufacturing Company of Stamford, Conn.

A Good Lookout is an absolute essential to the safety of a garrison or of a ship. The people who keep well are those who ward off the first attacks of disease.



Allcock's Porous Plaster is a remedy that every one should keep constantly on hand in case of a cold in the chest, a stitch in the side, pain in the back or limbs, to ward off pneumonia, sciatica, rheumatism, kidney complaint, and a host of other troubles.

When purchasing do not only ask for "Allcock's," but make sure that you get it.

Allcock's Corn Shields and Allcock's Bunion Shields have no equal as a relief and cure for corns and bunions.

THE WESTERN RATE WAR.

Offer of the Canadian Pacific to End the Fight.

MONTREAL, Feb. 27.—The delegates representing the American railroads, who have been here for the last two days in conference with the Canadian Pacific officials, left for home last night. It is understood that no arrangement was arrived at, but that the delegates take back an offer from the Canadian Pacific which, if accepted, will end the present Western rate war.

The Canadian Pacific officials consider its acceptance likely. In the meantime, however, the Canadian Pacific Railroad is said to have determined to reduce the rate from Montreal to Toronto to $2.

SHIP'S LIEUTENANT ARRESTED.

He Smashed a Woman's Wheel and She Made Complaint.

Lieut. Louis Guinaien of the French liner La Bretagne was locked up in the West One Hundredth Street Police Station yesterday afternoon on the complaint of Mrs. Mary Fritz, whose bicycle was demolished by a collision with the Frenchman.

Lieut. Guinaien was practicing circles at One Hundred and Tenth Street and Eighth Avenue, and did not see Mrs. Fritz coming on her wheel from another direction. Both were thrown to the ground, but not injured. Park Policeman James D. Cotter took the Lieutenant to the station. He was shortly afterward released on bail.

SHIPPING AND THE MAILS.

Miniature Almanac This Day.

A. M.	P. M.	A. M.
Sun rises...6:35	Sun sets...5:52	Moon sets...1:22

High Water This Day.

A. M. S. Hook...12:36	A. M. Gov. Isl'd...1:11	A. M. H. Gate...3:00
P. M. S. Hook...12:55	P. M. Gov. Isl'd...1:25	P. M. H. Gate...3:14

Outgoing Steamships.

TO-DAY, (MONDAY,) FEB. 28.

	Mails Close.	Vessels Sail.
Comanche, Charleston	....	3:00 P. M.
Panama, Havana	....	....
TUESDAY, MARCH 1.		
Cyprian Prince, La Plata	1:00 P. M.	3:00 P. M.
Excelsior, New Orleans	....	3:00 P. M.
Finance, Colon	10:00 A. M. *11:00 A. M.	12:00 M.
Fontabelle, Bermuda	12:30 P. M. *1:00 P. M.	2:30 P. M.
Santiago, Nassau	1:00 P. M. *1:30 P. M.	3:00 P. M.
Trave, Bremen	6:00 A. M.	9:00 A. M.
WEDNESDAY, MARCH 2.		
Alamo, Galveston	....	3:00 P. M.
Cherokee, Cape Haiti, &c.	1:00 P. M. *1:30 P. M.	....
Concho, Havana	1:00 P. M.	3:00 P. M.
Germanic, Liverpool	9:00 A. M.	12:00 M.
Noordland, Antwerp	10:00 A. M.	12:00 M.
Paris, Southampton	7:00 A. M. *9:00 A. M.	10:00 A. M.
Trinidad, Bermuda	8:00 A. M.	10:00 A. M.
THURSDAY, MARCH 3.		
Algonquin, Charleston	....	3:00 P. M.
Ardanrose, Jamaica	11:00 A. M.	1:00 P. M.
FRIDAY, MARCH 4.		
Rio Grande, Brunswick	....	3:00 P. M.
SATURDAY, MARCH 5.		
Alps, Port au Prince, &c.	10:00 A. M. *10:30 A. M.	12:00 M.
Altai, Fortune Island, &c.	10:00 A. M. *10:30 A. M.	12:00 M.
La Bretagne, Havre	7:00 A. M.	10:00 A. M.
Paraense, Para, &c.	1:00 P. M.	3:00 P. M.
Prins Willem V., Haiti	10:30 A. M.	1:00 P. M.
Rotterdam, Rotterdam	8:00 A. M.	10:00 A. M.
Saale, Genoa, &c.	8:00 A. M.	10:00 A. M.
Thingvalla, Norway	11:00 A. M.	1:00 P. M.
Umbria, Queenstown and Liverpool	9:00 A. M. *10:30 A. M.	12:00 M.
Wordsworth, Pernambuco, &c.	9:30 A. M.	12:00 M.
Yumuri, Havana and Mexico	10:30 A. M.	1:00 P. M.

*SUPPLEMENTARY MAILS.—Additional supplementary mails are opened on the piers of the American, English, French, and German steamers, and remain open until within ten minutes of the hour of sailing.

TRANSPACIFIC MAILS.

Mails to Australia, (except to West Australia,) New Zealand, Hawaii, and Fiji Islands, per steamship Aorangi, (from Vancouver,) close here daily up to †March 3 at 6:30 P. M. Mails for Hawaii, per steamship Australia, (from San Francisco,) close here daily up to March 6 at 6:30 P. M. Mails for China and Japan, per steamship Tacoma, (from Tacoma,) close here daily up to March †6 at 6:30 P. M.

†Registered mail closes 6 P. M. previous day.

Incoming Steamships.

TO-DAY, (MONDAY,) FEB. 28.

Andelina, Queenstown, Feb. 14.
Brooklyn City, Swansea, Feb. 12.
Caribbee, St. Croix, Feb. 9.
City of Birmingham, Savannah, Feb. 26.
Cufic, Liverpool, Feb. 18.
Karamania, Gibraltar, Feb. 16.
Manitoba, St. Lucia, Feb. 20.
Oscar II., Hamburg, Jan. 27.
Prins Willem V., Port au Prince, Feb. 21.
Thomas Melville, Gibraltar, Feb. 12.
Yumuri, Havana Feb. 24.

TUESDAY, MARCH 1.

Algonquin Jacksonville, Feb. 26.
Cuvier, St. Lucia, Feb. 21.
El Norte, New Orleans, Feb. 24.
Manitoba, London, Feb. 17.
Nueces, Galveston, Feb. 23.
Wordsworth, St. Lucia, Feb. 22.

WEDNESDAY, MARCH 2.

Boadicea, London, Feb. 18.
El Sud, New Orleans, Feb. 25.
Teutonic, Liverpool, Feb. 23.
Werra, Gibraltar, Feb. 21.

THURSDAY, MARCH 3.

Albano, Havre, Feb. 17.
Allianca, Colon, Feb. 24.
El Paso, New Orleans, Feb. 26.
Friesland, Antwerp, Feb. 21.
H. H. Meier, Bremen, Feb. 19.
Patria, Hamburg, Feb. 19.
Pontiac, Gibraltar, Feb. 17.

FRIDAY, MARCH 4.

Critic, Dundee, Feb. 18.
Europe, London, Feb. 19.
Lucania, Liverpool, Feb. 26.
Niagara, Nassau, Feb. 28.
St. Paul, Southampton, Feb. 26.

SATURDAY, MARCH 5.

Francisco, Hull, Feb. 19.

Arrived—New York, Feb. 27.

SS Thingvalla, (Dan.,) Laub, Copenhagen Feb. 8, Christiania 9th, Christiansand 10th, Newcastle 13th, with mdse. and passengers to Funch, Edye & Co. Arrived at the Bar at 8:35 P. M.

SS Manitoban, (Br.,) Braes, Alten, Norway, Feb. 4, with mdse. and passengers to Austin, Baldwin & Co. Arrived at the Bar at 7:20 P. M.

SS Gate City, Goggins, Boston, to the Ocean Steamship Company. Bound for Savannah.

SS Gulf Stream, Swain, Philadelphia, with mdse. to W. P. Clyde & Co.

SS Princess Anne, Hulphers, Newport News and Norfolk, with mdse. and passengers to the Old Dominion Steamship Company.

SS La Bretagne, (Fr.,) Rupe, Havre Feb. 19, with mdse. and passengers to the Compagnie Generale Transatlantique. Arrived at the Bar at 8 A. M.

SS Tropic, (Br.,) Barber, Shields Feb. 11, in ballast to Barber & Co. Arrived at the Bar at 10:30 A. M.

SS Bergen, (Nor.,) Olsen, Matanzas Feb. 12, Cardenas 17th, and Matanzas 21st, with mdse. to W. D. Munson. Arrived at the Bar at 8 A. M.

WIND.—At Sandy Hook, N. J., Feb. 27, 9:30 P. M., northwest, moderate breeze, clear.

Sailed.

SS Victoria, (Br.,) for London.
SS Martello, (Br.,) for Hull.
SS Massapequa, (Br.,) for Amsterdam.
SS Scindia, (Br.,) for Marseilles.
SS Herman Wedel Jarlsberg, (Nor.,) for Philadelphia.
SS City of Philadelphia, for Philadelphia.

By Cable.

LONDON, Feb. 27.—SS Alesia, (Ger.,) Capt. Krech, New York for Hamburg, passed the Lizard to-day.

SS Cevic, (Br.,) Capt. Nicol, Liverpool for New York, passed Kinsale to-day.

SS Hogarth, (Br.,) Capt. Black, New York for Manchester, passed Kinsale to-day.

SS Galileo, (Br.,) Capt. Rippeth, Hull for New York, passed Isle of Wight to-day.

SS Kensington, (Br.,) Capt. Roberts, Antwerp for New York, passed Isle of Wight to-day.

SS Phoenicia, (Ger.,) Capt. Leithauser, Hamburg for New York, passed Dover to-day.

SS Weimer, (Ger.,) Capt. Mentz, Bremen for New York, passed Dover to-day.

SS Turanian, (Br.,) Capt. Brown, Glasgow for New York, sld. from Liverpool to-day.

SS Lucania, (Br.,) Capt. McKay, Liverpool for New York, sld. from Queenstown at 8:50 A. M. to-day.

The Wanamaker Store

French and Austrian Dinner Ware

Half Prices and Less

THERE comes a time in the life of all china patterns, just as it comes to patterns in silks and clothes and other things, when the demand for newer styles leaves the older ones temporarily stranded on the shoals of popular fancy. The condition is generally but temporary, because every one knows that, sooner or later, the rising flood of fashion lifts the standard style off the mud of disfavor, and sends them whirling again.

Now this crowding out of one style by the pressure of a newer one, is a serious matter in dress goods and silks, but the whim of the moment in dinner ware isn't a thing which nine-tenths of the people care to follow. So, when we tell you that here are three patterns in French and two in Austrian Dinner Ware to be sold out to-day at Half Prices and Less, it will make little difference to the hundreds of people who come for them that it is because newer patterns have come in. They will care only that the goods are handsome, perfect, in pretty and desirable patterns, and in styles of decoration that lead the world in their classes. The fact that these styles were yesterday in high favor, and are to-day superseded, will not affect them, except as it affects the prices in their favor.

The three Haviland patterns are in festoon embossed shapes, with heavily gilded handles; one with decorations of pink flowers; another with lilacs, and the third, carnations and lilies of the valley.

Fruit Saucers,	now 85c. doz.;	were $1.75 and $2.25.	Dinner Plates,	now $1.85 doz.; were $3.75 and $4.
Covered Vegetable Dishes,	now $1 each;	were $2 and $2.25.	Soup Tureens,	now $2 each; were $4.25 and $4.75.
Coffees and Saucers (small),	now $1.50 doz.;	were $3.25 and $3.50.	Teas and Saucers,	now $2 doz.; were $4.
Breakfast Plates,	now $1.60 doz.;	were $3.25 and $3.50.	Coffees and Saucers,	now $2.25 doz.; were $5.

In the Austrian china, one pattern is a pink flower decoration, and the other a green wreath border.

Meat Dishes, now 20c. each;	were 40c.	Covered Dishes, now 75c. each;	were $1.50 and $1.75.
Meat Dishes, now 35c. each;	were 70c. and 85c.	Breakfast Plates, now $1 doz.;	were $2 and $2.50.
Meat Dishes, now 55c. each;	were $1.10.	Dinner Plates, now $1.25 doz.;	were $2.50 and $3.
Meat Dishes, now 75c. each;	were $1.50.	Soup Tureens, now $1.25 each;	were $2.50 and $3.

In the Art Room

Seventy-five dozens of fine fancy China Plates go on sale in the Art Room to-day. The bulk of these are French china, exquisitely decorated, and would be cheap at $96 a dozen; some in the regular way of business would be priced at $48 a dozen.

They Go To-day at $1.50 Each.

Twenty-seven dozen Haviland china full size Dinner Plates, flower decorations,

$1.50 dozen. Reduced from $2.50.

Black and Colored Silk Petticoats.

ANOTHER new stock of them just open. The demand for them continues lively. Not to be wondered at, for they are of excellent quality taffetas, bright and crisp; and very reasonably priced.

OF BLACK TAFFETA

At $5—With corded umbrella ruffle; also dust ruffle.

At $6.50—With French back; two ruffles on bottom; corded and dust ruffle.

At $8—With deep corded umbrella ruffle; dust ruffle and extender.

At $9.50—Deep umbrella ruffle; with 3 one-inch plaits on bottom; dust ruffle and extender.

At $10.50—Spanish flounce, with four narrow ruffles; dust ruffle and extender.

OF COLORED TAFFETA

At $6.50—In Roman stripes; Spanish flounce with a five-inch ruffle on bottom and three rows of cording above; velveteen bound; ruffle lined with percaline.

At $6.50—Of changeable taffeta; Spanish flounce with two narrow ruffles on bottom and six rows of cording above, velveteen bound; ruffle lined with percaline.

At $8—Of changeable taffeta; deep corded umbrella ruffle; dust ruffle and skirt extender.

At $10.50—Of changeable taffeta; Spanish flounce with four narrow ruffles on bottom; dust ruffle and skirt extender.

Second floor, Fourth avenue.

Kee-Wanamaker Cushion Shoe for Women.

A MOST deservedly popular shoe. It combines more desirable qualities than any shoe we know of. A triple sole—excellent leather for service; cork next, to exclude dampness, and then felt for softness. Healthful and comfortable, and attractive in appearance. Fairly priced at $4, you'll agree. But we say $2.40 a pair.

Fourth avenue.

Lillian Corsets.

YOU can't buy the "Lillian" elsewhere. We control the entire output of the factory. That proves our high estimate of their worth, doesn't it? Examine them, try them on, and they'll win your strong indorsement, too. The "Lillian" comes in thirty-seven models, with prices of $1 to $20.

At $8—Of real whalebone; long waist, medium low bust, short gored hips; made entirely on the bias; in white, pink or blue satin; prettily trimmed with lace and ribbon at top and bottom.

At $6.75—Of real whalebone; bias cut, long waist, low bust, long over abdomen; gored bust and hips; trimmed with lace in white, salmon, black or red satin.

At $5—Of fine white French sateen; bones stripped with satin; real whalebone trimmed with lace and ribbon; extra long waist, short full hips, perfect shape.

Second floor, Tenth street.

Women's Costumes

An Ever-Changing Story

As the new models come and go, the Costume story is one which changes like the patterns in a kaleidoscope. There is one thing which remains fixed:—

A Rigid Exclusiveness in Style.

Around this one fixed point there swirls and swings and grows such a shifting multitude of new things, that it is impossible to keep in touch with them. The world's leaders in fashion in ready-to-wear costumes are pouring their best upon us. The keynote is Stylishness, which, with Newness, Originality and Elegance, make a harmony which never loses its charm.

And, Exclusiveness;—don't forget that. If you find a style here, which you like, you'll find it nowhere else.

We fit you in the five Royal Salons, expressly fitted up for the purpose, and worth visiting for their own sake. You can't *describe* these costumes,—the most ambitious attempt at it is at best only a dull mention of materials. But as suggestions:—

At $60—Of black Taffeta; trimming on blouse front waist of graduated clusters of narrow ribbon velvet; revers trimmed with silver cording and steel spangles in floral design, vest of white chiffon over white silk; skirt with four Lafferriere ruffles at bottom.

At $85—Of black Taffeta over turquoise silk; entire dress trimmed with plaits of the taffeta; bayadere effect; deep revers of blouse-front waist covered with gathered narrow white satin ribbon; vest of turquoise silk net over chiffon; skirt has drop lining and silk dust ruffle.

Second floor, Broadway.

At $90—Of red Taffeta; blouse-front waist covered from yoke with frillings of narrow black lace; yoke girdle and choker of jet spangles; black taffeta sleeves; upper part of skirt with lace frillings to match waist; lower part a succession of graduated ruffles in black taffeta.

At $104—Of crossbar Grenadine over turquoise blue Taffeta; waist, from a yoke of turquoise outlined by band of jet, is covered with sheer liberty silk in black, gathered to form blouse effect front, and fastens to one side with jabot of knife-plaited taffeta in turquoise and black.

Black Mohairs—Strong Favorites

THIS year, as last, the stanch and stylish black Mohairs and Sicilians will hold places in the fashion ranks very close to the leader.

They've advanced in price since the new tariff went into effect, but that needn't affect you, if you buy here, for we made heavy contracts at the old-tariff rates.

As an example, here's a fine lot of seven designs in 38 inch black Mohairs,

65c. grade, at 37 1-2c. a yard.

As values are fixed to-day, the 65c. value mentioned is fair and honest, but the Wanamaker Store never speculates in goods. We bought them to sell at the lower figure, so at that figure they go out. The rise in price is your gain,—we shan't profit by it.

Here are some other figures of interest:—

39 inch Mohairs, 50c. a yd.	50 inch Sicilians, 75c. a yd.
45 inch Mohairs, 65c to $1.25 a yd.	55 inch Sicilians, $1.50 a yd.

As to particulars of patterns and qualities, let the goods themselves talk to you.

Fourth avenue.

JOHN WANAMAKER

Formerly A. T. Stewart & Co., Broadway, 4th ave., 9th and 10th sts.

CONNECTICUT POWER SCHEME.

The Housatonic River to be Used to Develop Electricity.

WATERBURY, Conn., Feb. 27.—James C. Delong, representing a syndicate of New York capitalists, has been in Waterbury for several days in conference with the heads of the different big manufacturing concerns and the trolley companies. The syndicate proposes to purchase the water privileges of the Housatonic River at Shelton, about twenty miles from here, owned by the Housatonic Water Company of Bridgeport, and to use the water power to run an immense electric plant to furnish electric motive power to the factories and the trolley railroads of all Connecticut west of the Connecticut River.

Mr. Delong has been in consultation for several weeks with the manufacturers of Western Connecticut, and it is believed that the project will go through, and that steam and water power for the factories will be a thing of the past. It is believed that the plan also contemplates the equipment of the Naugatuck Division of the New York, New Haven and Hartford Railroad from Bridgeport to Winsted with electric power.

A NEW ZION IN INDIANA.

Big Scheme of Dr. Dowie, the Chicago Faith Healer.

CHICAGO, Feb. 27.—Dr. John Alexander Dowie, the faith healer, is negotiating for the purchase of a new Zion, embracing 15,000 acres of land, in Indiana, to be linked with his Chicago Zion by a new railway. He was in conference yesterday with John Houseworth of Mason City, Ind., and secured an option on 5,000 acres of the site for the proposed colony. The land is situated in Newton County, Ind., fifty-five miles from Chicago. Malcolm Hubly is the owner of the other 10,000 acres.

Improved property in that vicinity is valued at $50 an acre. If this price prevails the transfer will involve $750,000. Dr. Dowie expects to erect a model town upon the site. He also will control some of the best agricultural land in that vicinity. It is proposed to build a railway fifty miles in length to the Indiana Zion.

NEW SECRET SERVICE CHIEF.

Sketch of John E. Wilkie, Who Succeeds W. B. Hasen.

CHICAGO, Feb. 27.—John E. Wilkie, who has been appointed Chief of the Federal Secret Service to succeed W. B. Hasen, is an old Chicago newspaper man. He is thirty-seven years old, and began as a reporter when nineteen years old on The Chicago Times in Storey's day, when his father, Frank B. Wilkie, was an editorial writer. He accompanied his father to Europe, and the two represented The Times there for some time. Returning to Chicago, he again entered the ranks and served as financial editor and afterwards as city editor of The Tribune. In 1893 he went to London as the representative of an American railroad and steamship office. He returned last year and has been in business since then.

He has also done work for the Government Secret Service, but this was unknown to most of his friends, who were not aware that he was a candidate for the position of Chief of the bureau. Secretary Gage knows him well, and he determined to try the experiment of putting a newspaper man at the head of the bureau.

GOSSIP FOR THE HORSEMEN

Two Interesting Trotting Matches Arranged for the Parkway Meeting in July.

CHOICE STOCK TO BE SOLD

Entire Stud of Cloverdell Farm to be Disposed Of—Park Riding Club Arranging for Roman Standing Races.

At least two races which have been arranged for next July at the Parkway track, near Gravesend, should prove interesting. George Ihnken and Capt. Henry Hoffman, both members of the Parkway Driving Club, have matched their trotters Crescent, 2:19¼, by Stamboul, and Thelma, 2:19¾, by Sidney, for $500 a side, to start on July 1. The money has been posted, and the conditions are play or pay. The horses have been matched again in a four-cornered sweepstakes on the same track, with James Gormley's Georgena, 2:15¾, and John F. Dingee's Bowman, 2:17¼, added. The stakes in the sweepstakes are $500 a corner. Each owner has posted $250 forfeit, with the balance due on July 1.

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The most sensational trotting-horse sale of a decade will be held shortly, when the entire stud of the Cloverdell stock farm of Colmar, Penn., will be sold at auction by William B. Fasig & Co. When A. H. Moore, the Philadelphia horseman, decided to stock the farm, he thought nothing of the amount of money he laid out. He placed at the head of his stud the great stallion Director, the sire of the champion trotting stallion Directum, 2:05¼, and of the ex-pacing stallion Direct, 2:05½. He bought Director from Monroe Salisbury, and is said to have paid $75,000 for him. He paid $9,000 for Red Wilkes, who was then in his old age, and thus obtained the two greatest representatives of the Dictator and Wilkes families. He collected one of the choicest bands of brood mares ever seen on one farm, among them being Nancy Lee, the dam of the great Nancy Hanks, 2:04, and Josephine Young, the dam of Joe Patchen, 2:01¾. The entire stock of the farm includes 195 stallions, brood mares, colts, and foals. The grounds at Cloverdell are laid out in gardens, and the entire plant, it is estimated, cost $1,000,000. The death of Mr. Moore's father, Andrew M. Moore, it is said, necessitates the sale.

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Now that the dates for the Grand Circuit have been settled, new interest will attach to the classes offered by the various members. The New England Breeders' Association announces eight purses, which will be decided at its Grand Circuit meeting, which occurs Aug. 29 to Sept. 2. The star event is the Massachusetts, of $5,000, for trotters eligible to the 2:15 class. This is a subscription stake, and horses must be eligible on March 10, when a payment of $25 is due, the balance of the 5 per cent. being due in five installments of $45 each on April 11, May 10, June 10, July 11, and Aug. 10. The starters must be named at the latter date. There are five purses of $8,000 each, the Blue Hill, for the 2:30 trotting class; a 2:11 trotting class, and the 2:25, 2:15, and 2:10 pacing classes, all for the same amount. For these purses the payments are $10, $15, $20, $30, and $45. Here the conditions are liberal, the heavier payments being in the latter end of the season. Trotting three-year-olds eligible to the 2:30 class are offered a purse of $2,000, while the pacers of the same age are offered a purse of $1,000. In these classes more than one can be named from the same stable, but on and after July 11, a forfeit will be required for every horse left in.

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The following stake programme has been arranged for the Spring meeting of the Queens County Jockey Club:

For Three-Year-Olds and Upward.—The Carter Handicap, with $1,000 added; weights to be announced March 21; about seven furlongs; the Rockaway Stakes, with $600 added, six furlongs; the Flushing Stakes, with $600 added, one mile and a sixteenth.

For Three-Year-Olds—The Arverne Stakes, with $600 added; about seven furlongs.

For Two-Year-Olds.—The Rose Stakes, for fillies, with $600 added; four and a half furlongs; the Canarsie Stakes, with $600 added; four and a half furlongs; the Ozone Stakes, with $600 added; four and a half furlongs; the Jamaica Stakes, for two-year-olds, with $600 added; five furlongs.

***

Massachusetts horseshoers have taken the tip from the Kentucky horsemen, who recently drafted a bill for presentation to the Legislature, by which all horseshoers in the State will be compelled to pass a State examination for fitness before they are allowed to work at their trade. In Massachusetts the master horseshoers have appeared before the legislative Committee on Mercantile Affairs to urge the passage of a bill requiring the examination and licensing of horseshoers. The farriers argue that men who are ignorant of the anatomy of the horse often ruin an animal when they attempt to shoe it.

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The following jockeys have signed contracts for 1898 to ride for stables: Aker, for C. De Witt; Barrett, for E. S. Gardner & Son; Burns, for T. Hurns and Schorr & Son; C. Clay, for C. D. Kelley; P. Clay, for W. H. Roller; Coombs, for P. Tomlinson & Co.; Dupee, for W. T. Woodward, Jr.; Guiters, for S. J. Charles; Hirsh, for A. H. & D. H. Morris; Kitley, for J. W. Schorr & Son; R. Knapp, for Thanton & Tucker; Lines, for H. T. Bachelor; Lynch, for C. C. McCafferty; Roach, for Foster Brothers; Sanger, for James Galway; Southard, for J. H. Smith; Thompson, for C. Davis. Among those who will ride free lance are Beauchamp, Caywood, W. Dean, W. Ham, Lawrence, T. Murphy, Newcom, Powers, L. Smith, Snell, Scherrer, Stitts, Warren, and Wilhite.

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At the annual meeting of the Orange County Road and Horse Improvement Association, the following Directors were elected for the ensuing year: Louis Bedell, George W. Murray, Goshen; Dr. J. O. Green, Ringwood, N. J.; E. H. Harriman, Arden; William A. Lawrence, Chester; J. A. P. Ramsdell, W. G. Taggart, Frank G. Wood, Newburg; W. B. Royce, Middletown; T. Suffern Tailer, Tuxedo Park; Clinton W. Wisner, Warwick; George A. Elston, Port Jervis; Major Gen. Charles F. Roe, Highland Falls. Gen. Roe was elected in the place of Mr. Whitfield Gibbs of Goshen, who declined re-election.

***

The members of the Park Riding Club, with headquarters at the Central Park Riding Academy, are preparing for an exhibition ride toward the end of March. One of the features of the ride will be the Roman standing races which will be arranged. The members of the club, which is one of the oldest equestrian organizations in the city, are all experts in the saddle, and Roman standing races are nothing new to them. The First Signal Corps, which also has its headquarters at the Central Park Riding Academy, will give an exhibition ride in April. There will be rough riding and tent-pegging, and at the latter game the members are experts.

***

Some years ago Logan was one of the cracks at Guttenberg. He is ten years old now, and at an age when the racing careers of most thoroughbreds are at an end, Nevertheless, his owner, A. Shields, believes that the old horse still has a race or two in him. He has entered Logan in the Gerst Handicap at Nashville, and expects he will win if treated fairly by the handicapper.

***

The Californian turfmen who witnessed the sensational race at the Oakland track in which Judge Denny broke the world's record of 3:27½ for two miles are of the opinion that the record-breaking was as much due to the clever riding of Jockey Thorpe as it was to anything else. Thorpe has given many examples of his clever horsemanship in the East, and has snatched many a head victory on the post.

***

Charles Patterson, the owner of Ornament, has what appears to be a good filly in May Hempstead, by Patron. She has already won two races at New Orleans. The filly is a light chestnut, and in some particulars resembles Yo Tambien. She is said to be the fastest two-year-old which trained at Memphis, and, although not large, she is strongly put together and has plenty of endurance.

***

The Country Club of Brookline, Mass., has announced an attractive programme of events to be decided at the meeting to be held May 28 and 30. The racing will be under the rules of the National Steeplechase and Hunt Association. Entries for the steeplechases and hurdle races close on March 15, and supplementary entries close on May 14.

***

D. W. Maloney, a well-known horseman of White Plains, has issued an unusual challenge. He offers to race his pacer Dan M., by Prodigal, against any horse for from $1,000 to $5,000 a side, the owners to train and drive, and the race to take place over any track in the country on July 4.

***

President Thomas P. Reilly of the Queens County Jockey Club, Dave Holland, and Track Superintendent "Bob" Tucker have been making a tour of the Southern States. Last week they stopped over at the New Orleans track to see the racing.

***

The Central New York Trotting Circuit will begin early this season, as Newark leads off with dates from May 30 to June 3. Geneva takes June 6 to 9; Elmira, June 13 to 16; Binghamton, June 20 to 23; Syracuse, June 27 to 30; Rome, July 4 to 7; Utica, July 11 to 14; Ilion, July 18 to 21. The circuit then doubles back, Elmira having its second meeting July 25 to 28; Geneva, Aug. 1 to 4; Syracuse, Aug. 8 to 11; Rome, Aug. 15 to 18; Utica, Aug. 22 to 25, and Syracuse, (State Fair,) Aug. 29 to Sept. 2. The purses will average $500 each.

***

Scott Hudson, who has won a large amount of money campaigning during the past two seasons, will again race King Egbert, 2:09¾; Eagle Flannigan, 2:12¼, and Mediumwood, 2:13¾. In addition, he will have Louise Mack, 2:20¼; the pacer Blaze Boy, 2:14½; a green five-year-old by Norval, and another pacer that beat 2:15 as a two-year-old last year.

***

Before going to New Orleans recently, M. F. Dwyer, the Brooklyn turfman, signed John Lambley, the jockey, to ride for him at light weight this season. Poor health has kept Lambley from riding much during the past two years, but he is in excellent health now.

***

Frank Work, who rarely misses a fine day on upper Seventh Avenue, has purchased the mare Barnetta, 2:15, that Bowerman brought out in 1895. She should prove a useful addition to Mr. Work's already strong stable of roadsters. The purchase price is said to have been $2,800.

***

John Cheney will race a number of horses again this Spring for John H. Shults of Parkville, L. I. Among the string will be Town Lady, 2:13¼; Axworthy, 2:15½, and Lillian Wilkes, 2:17¾.

The Wheelmen's Smoker.

Elaborate preparations have been made for the League of American Wheelmen smoker, to be given under the auspices of the local consulate this evening in the Lenox Lyceum. The smoker will begin at 8:30, with an elaborate vaudeville programme, after which speeches will be made by President Isaac B. Potter of the League of American Wheelmen and by Senior Consul Louis Rosenfeld. The entertainment has been arranged for the purpose of increasing the publicity of the league and gaining membership. The management promises to admit free all League of American Wheelmen members and also wheelmen intending to join the organization who will make out their application at the smoker.

HELD ON A PERJURY CHARGE.

T. J. Loftus of W. C. Loftus & Co. Accuses a Former Employe of Untruthfulness.

John P. Reilly, formerly Superintendent of the cutting and fitting department of W. C. Loftus & Co., tailors, whose main offices are at 578 Broadway, was held in $2,000 bail in the Centre Street Police Court yesterday for examination on a charge of perjury preferred by his former employers. He was arrested at his home, 88 University Place, late Saturday night.

The charge was based upon an affidavit made by Reilly upon which Joseph J. Baumann, a stockholder in the Loftus concern, applied in the Supreme Court of Queens County for a writ of attachment against W. C. Loftus & Co. Reilly swore that Thomas J. Loftus, the President of the corporation, was removing property belonging to the company from the State with the intention of defrauding its creditors, and that he had assigned the business; that Loftus had drawn $15,000 in cash in addition to his salary as President, and converted it to his own use.

Reilly further swore that Loftus and John J. Kelly, the Secretary and Treasurer of the concern, had fixed the books of the company in anticipation of its failure, and that it was agreed between the two men to offer the firm's creditors 50 cents on the dollar in settlement; that such a meeting was called and the proposition accepted. Afterward, according to Reilly's affidavit, Loftus had told him (Reilly) that he was worth $40,000 more than ever before in his life by reason of the failure.

Loftus, in the police court, yesterday, swore that Reilly's accusations were false in toto, all the purchases for the firm of W. C. Loftus & Co., he said, were made by him individually, and by him sold to the firm, so that he was its principal creditor. All the shipments made to points outside the State, he swore, were made in the regular course of the firm's business. He denied that any alterations had been made in the books.

Attached to the complaint were affidavits corroborating Loftus's testimony. Mont Curry stated that he had been the bookkeeper for the firm since it first started in business, and that there had been no alterations in the accounts nor any secrecy. George John, in charge of the receiving and shipping department, said that all goods sent out of the State were sent in the regular course of business. John J. Kelly, the Secretary and Treasurer, denied the charges made by Reilly about the alterations of the company's books.

Reilly refused to discuss his arrest further than to state that he had been guilty of no perjury. His examination will be held next Tuesday.

TWENTY-FOUR CHINESE TRAPPED

Fan-Tan Game Broken Up with the Aid of a Sledge and Crowbar.

The police of the Elizabeth Street Station learned of a game of fan-tan yesterday afternoon, in which a lot of Chinamen were engaged in a rear room on the first floor of 24 Mott Street.

About fifty Mongolians were reported to be in the place, and when Detectives Garrison and Nilan got there they found all the door barricaded.

A sledge hammer and a crowbar, kept for the purpose, were brought and the doors battered in.

Many Chinamen gained their freedom through the rear windows, but twenty-four of them were corralled and made prisoners. They were bundled into a patrol wagon, and then locked up. Some $28 in money, three fan-tan layouts, and other implements of the game were confiscated and carted to the police station to be used as evidence this morning against the accused in the Centre Street Police Court.

The prisoners were mostly laundrymen from Philadelphia, Jersey City, Mount Kisco, and other nearby cities. Many of them were bailed out later, William F. Colliter acting as their friend and interpreter. One Chinese bondsman said that he was worth $14,000.

Prisoners Escape at Ballston Spa.

SARATOGA, Feb. 27.—Four prisoners escaped from the Saratoga County Jail at Ballston Spa this afternoon, after seriously assaulting Jailor Wilber Smith. Three were recaptured inside of an hour, but the fourth, who was awaiting trial for burglary and larceny, is still at liberty.

Malt-Nutrine

—the Food Drink—is the greatest tonic for nursing mothers. Nourishing—inspiring—soothing. Malt-Nutrine is prepared by the famous Anheuser-Busch Brewing Ass'n, which fact guarantees the purity, excellence and merit claimed for it.—Adv.

CHARLIE SHARED HIS GRANDMA.

How Five Orphan Asylum Boys Went to Her, but Were Sent Back in Good Spirits.

Charlie Gray has always been an object of interest to the little waifs in the Brooklyn Orphan Asylum. In their eyes he is invested with a certain awful and mysterious glamour, for Charlie has had a home of his own, and has relatives—an uncle and a grandmother. When the little fellows were tired of play they would gather around Charlie, and be regaled with wonderful tales of his grandmother, and of her miraculous ability to manufacture toys for little boys out of pieces of paper, and of the astonishing fairy tales she could tell.

Charlie was repeating yesterday morning what he could remember of one of these marvelous tales, a story in which a little red fox and a fairy queen and a talking bear figured. He had an audience of five little orphans, whose rapt faces gave evidence of their intense interest. When he finished there were several long-drawn sighs and then the boys sat silent, thinking over the wonderful story. The narrator, unwilling to spoil the effect, also kept silence. Finally Harry Stewart broke the spell with:

"I wisht I had a grandma."

"So do I!" exclaimed several.

Charlie waved his arm grandly and protectingly. "Well, I've got one," he proclaimed, in a burst of generous enthusiasm, "an' you fellers can have mine. She'll be glad to have you all, 'cause she likes boys a whole lot. Let's leave this place an' go to her."

"D'you mean it?" cried Harry Eustis, with glistening eyes.

"Course," answered Charlie. "Let's go now."

And that was how it was that half an hour later there was consternation in the asylum over the mysterious disappearance of six inmates. Besides Charlie Gray, the missing ones were Harry Stewart, Harry Eustis, Augustine Davis, Jimmy Reardon, and Terry Goodmore. They were searched for high and low, but no trace of them was found.

As for Grandma Gray, when the six youngsters burst in upon her at her home at 244 Fourteenth Street and Charlie proudly announced: "Gran'ma, here's my friends, and they want you for a gran'ma," she was fairly overwhelmed. But she made the little fellows at home, and gave them the happiest time of their lives for a few hours.

The wonderful genius for story-telling and for making paper toys was all that Charlie had pictured it, and as they sat spellbound under the recital of the adventures of Little Red Riding Hood and of Jack and the Beanstalk Charlie's flushed face and the proud glance that he cast at his friends indicated that he was tasting all the joys which come to one who has carried out his promise of making others happy.

But the prospect of providing for six youngsters permanently was not to be thought of, and presently grandma, leaving the boys engrossed in the paper toys, slipped out and notified Charlie's uncle, John Gray of 302 Bainbridge Street, who reported the whereabouts of the boys to the asylum. They were taken back last night. All were happy, and said they were glad they had run away, but wouldn't do so any more.

COMMERCIAL TRAVELERS' FAIR.

Chauncey M. Depew to Open It To-night, and Mayor Van Wyck Expected to be Present.

The Commercial Travelers' Fair will be opened in the Madison Square Garden this evening by Dr. Chauncey M. Depew, its Honorary President. Mayor Van Wyck also is expected to be present. The fair will continue through the week. A miniature village of cheese cloth, scantling, and bright materials has sprung up on the floor of the Garden. The basement has been converted into a place of entertainment called the Subway Plaisance, which is to be suggestive in a measure of its Chicago namesake. A stage has been erected at the Fourth Avenue end of the Garden, where the Old Guard Band will play, and a sham battle will be given on Wednesday evening by the Eleventh Separate Company of Mount Vernon.

Wednesday will be Cuban day—the only special day of the fair—and Señor Estrada Palma or some other representative of the Junta may say something about the struggle for liberty. Models of the ill-starred Maine will be shown, and sailors from the navy yard will explain them to visitors. Mr. Roosevelt will try to have some of the Maine survivors present during the last days of the week. Capt. O. W. Riggs, "Silver Hat," will have a troupe of Navajo Indians in a wigwam, with examples of their handicraft.

American Beauty roses will be sold at a booth, together with a book called "American Beauties," containing portraits of well-known women. The booth is to be in charge of Miss Marie Bell, and those who will assist her are Grace Henderson, Amelia Bingham, Ida Mülle, Mrs. McKee Rankin, Laura Bellini, Dollie Nobles, Helena Salinge, Moliel Bouton, Adèle Barker, Clara Lipman, and Hilda Hollins, Rose Coghlan, and other actresses.

There will be the Streets of Cairo, a Turkish village, and an Oriental theatre. The proceeds of the fair will go to help build the home for commercial travelers at Binghamton.

BROOKLYN CROWDED SCHOOLS

Plan to Send Children to Some of the Suburban Towns Which Have Buildings Half Empty.

JAMAICA, L. I., Feb. 27.—There is a proposition on foot to have some of the scholars in the Brooklyn schools transferred to schools in Queens Borough. A year or so ago, when consolidation became certain, the towns and school districts of Jamaica and Woodhaven like others in the borough bonded themselves for new schools or enlargements for the existing schools. The result is that the public schools went into the city with excessive school accommodations, and it will be many years before any of the schools can be filled from their surrounding population.

In Brooklyn the schools are overcrowded. It is now proposed to shift to some of the schools in Queens nearest the Brooklyn Borough line enough scholars to relieve the congestion in the city. There is ample room without disturbing any of the scholars at present attending the local schools to provide for a very large number of Brooklyn children. Owing to the old-time haphazard fashion of locating schools and school district lines some of the schools in Queens are very close together. Because of this and the increased capacity of these buildings it is thought many of them can be changed at the time of the new school year so that by transferring children from one school in Queens to another, no further, or very little further, from their homes, that the attendance at the schools near the Brooklyn line may be further reduced. This would allow the transfer of more children from the schools in East New York, and the filling up of the East New York schools by children from districts further toward the river, and so on by transfers relieve a score or more of schools.

The Woodhaven school building is within easy walking distance of the Brooklyn Borough line. It has existing accommodations for 2,500 pupils, and 500 in excess of that number could be provided for by a little alteration. The daily attendance of pupils at this school seldom goes above 1,700. Richmond Hill schoolhouse has accommodations for 2,200, and there are but 900 children of school age in the city. Many Woodhaven children could be transferred to Jamaica without seriously crowding the schools here. This would leave so much more room at Woodhaven. From the Richmond Hill school some could be transferred to other schools.

NEWS OF MISS WESTROPP.

The Young Irishwoman Reported Missing Marries in Milford, Mass.

MILFORD, Mass., Feb. 27.—Miss Mary J. More Morgan Westropp, niece of Charles William More, fifth Earl of Mount Cashell, who died Feb. 21 last, in London, was married here yesterday to George F. S. Jeayes by Judge L. E. Fales of the District Court.

The marriage certificate recites the following facts: "George F. S. Jeayes, thirty-three, first marriage, son of George F. S. and Helen O'Hara Jeayes, born in England. Miss Mary J. More Morgan Westropp, nineteen, daughter of Col. Edward Spread Morgan Westropp and Louisa Jane More Morgan of Ballynolan House, Kildames, Limerick, Ireland, first marriage."

Miss Westropp was reported to the Boston police Friday as having been missing since Feb. 12, when she arrived in Boston on the steamer Cephalonia.

O.D.R.

BOTTLED IN BOND

Under supervision of **U. S. Internal Revenue Department,** which guarantees its Age, Purity, and Strength.

For sale by all Leading Dealers.

W. P. Squibb & Co.

Distillers, Lawrenceburgh, Dearborn County, Ind.

FOR SALE IN NEW YORK BY

W. F. Morris, Grocer, 161 W. 125th St.
L. J. Callanan, Grocer, 41 and 43 Vesey St.
J. Milhan's Son, Druggist, 183 Broadway.
Schwartz Bros., Liquors, 148 E. 42d St.
Wm. B. Riker & Son Co., Drugs, 6th Av. & 23d St.

FOR SALE IN BROOKLYN BY

C. A. Mettler's Sons, Grocers, 88 & 90 Henry St
The Bolton Drug Co.
J. H. Muller, Grocer, Nostrand Av., cor. Bergen.

MAGISTRATE'S HEART TOUCHED

Henry Brown Asks for a Delay to Attend His Wife's Funeral—His Money for Flowers Stolen.

Magistrate Pool's voice faltered, in the Centre Street Police Court, yesterday, when he adjourned the examination of Martin Tracy, charged with picking the pocket of aged Henry Brown of a ten-dollar note, from Monday to Tuesday next.

"Your Honor," said the white-haired complainant, tears streaming down his furrowed cheeks and with trembling voice, "can't you have the examination just as well Tuesday as Monday?"

"What is the matter with Monday?" queried the Court.

"Judge," exclaimed the old man, as he leaned against the railing and sobbed like a little child, "my wife, that I married forty-odd years ago, that has stood by me through thick and thin—Judge, she is dead—and Monday they are going to take her away from me—take her away and put her in the ground. I want to go. Can't you make it Tuesday? And, Judge," here the little old man turned toward the prisoner, and, raising himself erect, exclaimed, with flashing eyes, "Judge, the money that this man robbed me of—that $10 was all the money I had. It was my last cent, and I was going to spend it for flowers for her—she always liked flowers—she was raised in the country, you know. Now I can't get her any, and she loved them. Can't you make it Tuesday, Judge?"

"Yes," replied the Magistrate, his voice almost as husky as that of the old man, "I will do so." And as the complainant hobbled away big Officer Patton, whose long years on the "bridge" of a police court have made him indifferent to almost every form of sorrow, turned toward the window with blinking eyes and studied the foundations for the new Tombs.

Brown lives at 165 Washington Street, and Saturday afternoon, while walking near his home, he felt some one tug at his pocket and then noticed a young man walking rapidly away. He found that a ten-dollar bill had been taken. He ran after the young man and had him arrested. At the station house he gave his name as that of Martin Tracy of 29 Washington Street. The bill, he claimed, was his.

Prison Sunday Fixed for March 27.

The Prison Association of New York has seen fit to depart this year from the traditions of previous years and has fixed the date of Prison Sunday for March 27, instead of the last Sunday of October, as heretofore. Already the association has the assurance that there will be a considerable observance of the day in special services, sermons, and collections for its work.

BICYCLES.

BICYCLES AS MERCHANDISE.

By the natural evolution of manufacturing and merchandizing, the retail price of bicycles has at last reached a figure as low as it is possible to sell a wheel of highest quality material and expert workmanship. In answer to the criticisms of our competitors and the inquiries of our delighted customers, we offer the following reasons for the very low price at which we sell THE SPALDING BICYCLE.

First—We are making many thousands of these wheels in the best equipped factory, mechanically considered, in America, organized to do the best work, and above all economically administered.

Second—We are buying the very best material at about one-half the cost of two years ago, which, with improved machinery, better and more economical management, enables us to produce our 1898 wheel at a cost far below that of previous years.

Third—We have lopped off all "expensive habits" of the bicycle business, such as cycle shows, racing teams, art catalogues, souvenirs, and other expenses seemingly necessary in building up a new business and establishing a reputation, variously estimated in the cost of construction, at from $5.00 to $25.00 per wheel.

Fourth—In selling our 1898 wheels at $50 cash, we do not take in exchange second-hand wheels, which heretofore have been accepted as part payment by all makers at prices in excess of their value as a merchantable article.

Fifth—We treat the bicycle expert who wishes a wheel loaned or given to him for his influence with the same consideration shown all buyers and charge him no more or no less than $50, so that when you see any one riding a Spalding wheel you can make up your mind he pays the same price as any other rider.

WE MAKE BUT ONE GRADE WHEEL in our Chicopee factory, and that is the best that the highest mechanical skill and the use of the best material will permit.

Since the first SPALDING BICYCLE was offered for sale in 1894 we have gradually improved the quality each year, and our 1898 model is the best bicycle we ever built, and we believe is superior to any chain wheel of any other maker in America or Europe. We invite the closest inspection.

Why

pay more—or less—for a bicycle, when you can buy "The Spalding" for

$50

The Best Bicycle Built.

A. G. SPALDING & BROS.

126-130 Nassau Street.

SPALDING-BIDWELL CO., 29, 31, 33 W. 42d St. | FRED'K LOESER & CO., Fulton St., Brooklyn.

SHIP BURNED IN MID-OCEAN

The British Steamer Legislator on Fire Three Days Before Help Appeared.

SIX OF HER SAILORS LOST

One Burned to Death, Three Drowned, and Two Swept Away in a Boat—Survivors Reach Boston on the Flowergate.

BOSTON, Feb. 27.—The British steamer Legislator, Capt. Tennant, bound from Liverpool for Colon, was burned at sea Feb. 16, in latitude 31.23 north and longitude 44.10 west. The fire started on Feb. 13 and burne[illegible]ly for three days, during which time a fireman named Thomas Roberts was burned to death; the second officer, James Bateman, and a seaman, William Angell, were drowned by the capsizing of a boat; the third officer, Martin, and the chief steward, John Gaffney, went adrift in another boat, and the chief cook, Fred E. Lee, crazed by fearful burns, jumped overboard.

The remainder of the crew of thirty men, with two passengers, Dr. William E. Mortimer and wife, of London, were rescued by the fruit steamer Flowergate, and brought to this port, arriving here this morning. Four of the crew—Chief Engineer John Troughoar, Second Engineer John Holden, Fourth Engineer Robert Miln, and Seaman Charles Ibbitson—were injured so severely that they were taken to the Marine Hospital upon reaching here. Holden is not expected to live. The sufferings of those who survived the three days in which they were tossed about by the waves, while explosion after explosion threatened to send the fire-eaten steamer to the bottom, formed an experience seldom equaled in the annals of the merchant marine.

Discovery of the Fire.

The Legislator left Liverpool on Feb. 8 with a miscellaneous cargo, including phosphate, cotton goods, and percussion caps, for Colon and Central American ports. Nothing out of the ordinary occurred until 4 o'clock in the morning of the 13th inst., when without warning an explosion took place near a hatchway forward of amidships, followed by a tremendous outburst of smoke and flame. All the firemen and engineers but one came tumbling on deck, some of them more or less burned. The missing man proved to be Thomas Roberts, and it was not until two days later that his charred body was recovered during a lull in the fire.

The crew was handicapped badly in fighting the fire, as the hose and pumping engine were disabled or consumed. The flames spread so rapidly that the forward part of the boat, on which were seven men, was cut off, and Capt. Tennant asked for volunteers to rescue those members of the crew. Second Officer Bateman and Seaman William Angell offered to row along the side of the ship and bring the men aft. One of the boats was launched with difficulty, as there was a heavy sea running, and by careful work the men managed to reach the imperiled sailors.

All were taken on board and the boat dropped astern, but before the nine men could be pulled up to the after deck a tremendous sea capsized the small boat and every man was thrown into the water. The two rescuers, Bateman and Angell, were the only ones who were not rescued. In the meantime, through some confusion of orders, another boat had been launched, containing Third Officer Martin and Chief Steward John Gaffney. Another big sea swept them away, and they have not been seen since.

The fight with the flames continued three days. When the fire reached the boxes of percussion caps there were almost constant explosions. In one of these Fred E. Lee, the chief cook, was burned so severely that he jumped overboard. Efforts to rescue him proved fruitless.

Rescued by the Flowergate.

At 8 o'clock on the morning of the 16th the steamer Flowergate, bound to this port from Palermo, Italy, hove in sight. Two boats were lowered immediately from the Flowergate, and after three hours all of those on board the burning vessel were transferred in safety, Capt. Tennant being the last to leave his ship. Some of the crew saved a part of their clothing, but a majority of those on board lost everything. The rescue was none too soon, for as the Flowergate started her engines the fire was seen bursting from the afterdecks of the Legislator, and the steamer probably was consumed entirely not many hours after.

The men who had suffered severe burns while fighting the flames were cared for tenderly on the Flowergate, although every one was forced to live on half rations while on the trip to this port. The injured men are now at the Marine Hospital at Chelsea, and it is thought that all will recover except Engineer Holden. The crew of the Legislator will be forwarded to England by the British Consul.

The Legislator was a steamer of 1,899 tons net register, and of 2,997 gross tons. Her dimensions were: Length, 330 feet; breadth of beam, 40 feet 1 inch; depth, 20 feet 2 inches. She was built at Middlesborough, England, in 1888, and was owned by the Charante Steamship Company of Liverpool.

A REMARKABLE BLIND MAN.

Though Totally Without Sight He Managed a Large Business.

From The Philadelphia Times.

Daniel D. Lerch of the firm of Bright & Lerch, who died in Reading, Penn., Feb. 23, had been totally blind for about fourteen years. He, however, possessed an extraordinary constitution and an indomitable will and energy, and, with a resolution to keep to business, he so well succeeded that he became the marvel of the city, and the manner in which he personally conducted the business of the firm astonished not only Reading people, but the commercial men who visited there from every section of the country.

He did all the buying for the house, and probably no man in the business anywhere was better posted in the values of the goods carried by a large hardware store. He could thoroughly judge defects by the touch, while in his mind he retained at all times a perfect understanding of the exact state of any line of goods carried in stock. On one occasion a customer asked for a particular make of saw, and a clerk responded that "they were out of that brand." Mr. Lerch at once stated that the clerk was mistaken, that "there were two of the saws wished in stock yet, and they would be found in drawer so-and-so," and they were found.

Many of his customers he knew by their walk. In conversation he was bright, reliable, and original. Mr. Lerch was a member of the Reading School Board for many years. He served as a delegate to the Democratic County Convention that nominated the late Hiester Clymer for Congress, and took a prominent part in his election. He also attended a Democratic National Convention as a delegate, and was at the time of his death President of the local Hardware Dealers' Association.

Oregon Sends Its Carp East.

From The Portland Oregonian.

At last a market has been found for carp, and if it only proves adequate to the supply which can be furnished, the number of carp in this section will soon be reduced. Mr. Reeder of Sauvie's Island says there are now three men fishing for carp in the outlet of Sturgeon Lake, and they sell their catch to a dealer in Portland for two cents per pound, to be frozen and shipped East. If the fish find a ready market and the sale increases there will soon be many more persons fishing for them.

When the water is rising the carp rush up the river into the lake, and when the water begins to fall the sagacious fish rush out again. They are caught in bag or purse nets set in the outlet of the lake, and by turning the nets around as the flow of the water changes they are caught "a-comin' or a-gwine."

The lakes and sloughs on Sauvie's Island are swarming with carp, and there is no end to the quantity that can be taken. They grow to weigh forty pounds or more, and it is said that some weighing forty pounds have been seen in Sturgeon Lake, but the largest seen in the market here weighed a little over twenty-five pounds. If the Eastern people will eat carp, they can have all they want at low rates from this section.

THE WAYS OF THE HINDUS.

Dr. Boeck, the Noted Explorer, Gives an Account at the Liederkranz of His Experiences in India.

Dr. R. Boeck of Dresden, Gemany, a noted explorer who spent six years in India, for the most part in regions thought inaccessible to white men, gave a lecture in German last night before a large audience at the Liederkranz Hall, 110 East Fifty-eighth Street, on the results of his observations, and illustrated his remarks with nearly 200 stereopticon views.

He began with a portrayal of the Island of Ceylon and the Singhalese inhabitants. The illustrations of this part of his address were devoted mainly to the customs and pursuits of the natives. In describing the coffee plantations of the island, a young Singhalese girl was shown in the act of splitting the cherry-like fruit containing the coffee beans. These girls, explained the lecturer, work from twelve to fourteen hours a day for the sum of 5 cents a day, and in some places where labor is scarce, for 10 cents a day. The fruit, which they must bite apart, but in such a manner that the skin in which the beans are incased remains intact, is acid and bitter at the same time, and eventually causes a severe inflammation of the lips, incapacitating the girls from further pursuit of their arduous task.

Another picture showed the Devil's Dance, by which the Singhalese suppose illness is driven out of the body. The dancers, generally two in number, enter the presence of the sick person wearing hideous wooden masks, and commence their gyrations until sinking exhausted to the ground, the patient throws himself on top of them in the belief that the devil of sickness passes from his body into the mask which is then removed.

Leaving Ceylon, after showing an illustration of the native pearl divers, Dr. Boeck took his audience to Southern India, the land of the pagoda's, starting at the City of Madura, or Madras. He showed the grotesques images of Shiva and Vishnu, the bad and good god, respectively, of the Hindus of that region, and then gave a graphic description of the Rock Temples near the city. Speaking of the inhabitants, he dwelt mainly upon the wedding customs which, he said, were the most interesting of any in India. Every person goes through virtually two marriage ceremonies, the first when only an infant.

On this occasion the male child is placed between two older persons, preferably brothers, on an elephant, and taken around the city to get a glimpse of the world which is to hold him and his betrothed in after life. At the same time his bride, unconscious of what is being done for her, and of course, ignorant of her husband's identity—for she is only a year or two old—is held on the lap of her mother, who croons a lullaby of some kind or other as a counter-ceremony to that which the bridegroom goes through.

Second Marriage Ceremony.

The second or final marriage takes place when the couple are both grown. Then the bride dons a heavy, impenetrable veil, which she must never remove in public; she must never show her face to any living man but her husband, and should by accident some man see her face her husband is in duty bound to commit suicide, involving, of course, her death, as a Hindu widow finds her death on the pyre of fagots built by her own hands. The procession accompanying this second ceremony, the lecturer said, beggars description.

As a rule in most of the villages, and even towns, it is arranged that all marriages of the year take place on the same day, and with the Hindu's natural love for loud music the din and noise of the tom-toms, the fanfare of trumpets, and the shrill whistles of the pipes, can be heard for miles and miles in the vicinity. In the room where the bridegroom receives his bride, and into which the mother-in-law leads him by the nose, he sits surrounded by his relatives and friends.

His mother leads in the bride, upon whose face the male population gazes for the last time, and she ensconces herself in a basket—literally hides her light behind a bushel. When the ceremonies pronounced by the Brahmins are over, when the gifts are all distributed, and the maternal arrangements all made, she emerges veiled and is a full-fledged wife. The basket is hung in the court to be used as a gong, announcing in due time the arrival of an heir, or to be contemplated with sorrow and regrets should the first child be a female.

From Southern India the lecturer took his audience by way of Calcutta to the Sikkim Himalaya. The customs of the Thibetan inhabitants were illustrated, and some handsome views of the Kanchinjinga were shown. Coming then to Benares on the Ganges, the doctor described the prisons which are used for the confinement of native prisoners, mostly fanatics, who are guilty of murders committed in religious fervor. One of the illustrations showed two convicts, condemned for life, in the act of weaving carpets with their hands and feet, the threads being tied to their hands and toes. They crouched on the floor in the closest proximity, one behind the other, and thus worked the shuttles up and down continuously for hours.

Execution of a Chief.

Another picture showed a fine specimen of a man who had been a rebellious chief in Burmah, and who, after being tortured by his keepers, had slain one with an iron bar. He had been condemned to death, and the picture was taken a few minutes before his execution on the gallows. The man was almost nude. Cords tied his hands to his ankles, and in this position he was guarded by two stalwart Hindu keepers.

Next followed a description of an opium harvest—gathering of poppies. A trip to Lucknow was then made, and from there the Kumaon Himalaya was reached. Dr. Boeck had scaled the Pancharkauri, 20,000 feet above the level of the sea, and his recital of the hardships of the feat elecited a good deal of sympathetic applause.

A beautiful panorama of the several peaks in this range was shown, and in connection with the scenic description, the doctor told of the fanaticism of the inhabitants of the valleys who make periodical pilgrimages to Badrinath, a peak on which is the shrine of Vishnu. He showed the picture of a man who had imposed upon himself a penance that was probably the severest and most cruel task ever inflicted on man.

The man had started from the valley to ascend the mountain perfectly nude. He had made a vow never to remain even for an instant on his feet until he reached the shrine, 10,400 feet from the base of the mountain. Consequently he had to crawl lying flat on his stomach, but, not content with that, he had made it a condition to crawl up three body's lengths and crawl back two. All this over the sharp ledges, rocks, and pebbles.

It took the man five years to accomplish this feat, and when he had finally received absolution from the Brahmins, after giving all the property he was possessed of in honor of Vishnu, he could not stand erect. In the chilly, biting atmosphere of the mountain peak he still remained nude, and, so as to be able to walk back to his home, he for several weeks remained tied to a pillar of the temple, the cords firmly twisted around his hands and feet, and only loosened when it became necessary for him to partake of scanty nourishment. He survived the ordeal, and went back home poor but happy.

Another remarkable case of self torture was shown in the picture of a hermit who had erected a flimsy tent 15,000 feet above the sea level, and vowed never to come down in the valley. To provide himself with food after weeks of literal starvation, he had, by means of salt, enticed a stag to his abode. For weeks he trained this stag until he could get him to do his bidding. Then he sent him to the Badrinath shrine with a written request tied to his neck for food. The animal came back laden with flour, maize, and other edibles, and on this precarious mode of procuring food the hermit relied for his sustenance.

The lecture closed with a description of Delhi and the beautiful Mausoleum of Tajmahal and the Victoria Railroad Station at Bombay.

The Dutchess County Society.

The second annual banquet of the Dutchess County Society in the City of New York will be held this evening at the Waldorf-Astoria in the Maple Room. The toasts will be responded to by Justice Van Wyck, Justice Gildersleeve, Gen. J. Grant Wilson, and R. B. Roosevelt.

Latter-Day Jingoes.

From The Buffalo Express.

It used to be that a jingo was a person who did not want to fight, but could if he wanted to. Nowadays a jingo seems to be one who could not fight, but is fairly crazy for some one else to.

CASTORIA.
The fac-simile signature of Chas. H. Fletcher is on every wrapper.

REINDEER SAFE IN PORT

The Manitoban Brings Dr. Sheldon Jackson and the Yukon Relief Expedition from Norway.

ONLY ONE DEER LOST AT SEA

Six Bridal Couples Among the 68 Men, 19 Women, and 26 Children on Board—Some Celebrities of Three Races.

With one of the most remarkable cargoes of passengers, live stock, and inanimate freight ever brought into this port, and certainly the only one of its kind, the Allan Line steamship Manitoban, Capt. Braes, arrived last night and anchored at Quarantine pending the granting of pratique by the Health Officer.

The Manitoban is under charter to the War Department of the United States, and brings Dr. Sheldon Jackson and the reindeer outfit secured by the Government for relief service in Alaska.

The Lapland reindeer Yukon relief expedition is what Dr. Jackson calls the enterprise under his direction. Dr. Jackson introduced the first domestic reindeer into Alaska, and now under the auspices of the General Government he is to place there the first colony of Lapp settlers, besides augmenting the herd.

The Manitoban brings a collection secured by months of work in the arctic regions of the Scandinavian peninsular. It consists of 113 immigrants, 537 reindeer, 418 reindeer sleds, 511 sets of reindeer harness, and between 3,000 and 4,000 bags of moss for feeding the reindeer en route.

One Deer Lost on the Voyage.

The steamer has had a long passage, but, saving two children with slight attacks of measles, all aboard were well, including the deer, though one deer had died from injuries the result of a combat with another of his kind.

The Manitoban sailed from Bosekop, Arctic Lapland, Feb. 3, and from Alten, Norway, Feb. 4, having been twenty-four days on the voyage. That only one deer was lost during a journey of 4,000 miles from Lapland makes the expedition as thus far carried out a remarkably successful one.

Other vessels which have brought but a few deer during the Winter have had to report the loss of a goodly percentage, resultant from the hardships of sea voyaging.

The Manitoban lay low in the water as a deep-laden ship when she arrived at Quarantine shortly after 9 o'clock last night. The deer were disposed not only between decks, but built-up pens filled in the gap of her deck between the amidship superstructure and the break of the poop.

Despite the darkness, the Laplanders who peered over the rails could be dimly distinguished in picturesque outline. It was blowing cold down the Narrows, and no one competent to talk of the voyage and the expedition could be prevailed upon to reply at length to the questions plied from a newspaper tug, and the questions were many, as the experiences of the Government representatives in their quest of the deer and immigrants opened up a field of interesting inquiry.

Dr. Jackson Appears in Furs.

Dr. Jackson came to the rail, and with him was William A. Kjellman, Superintendent of the Government reindeer herd in Alaska since 1890, and who left Washington for Sweden late in November to select suitable deer. Dr. Jackson went abroad about Christmas. Lieut. Devore, who also went, returned recently to arrange for the land transportation from New York.

Both the doctor and Mr. Kjellman were dressed like Laplanders in fur garments, the jacket being capped with a cowl of skin, and resembling with its ears the head of a bear or wolf. The fur garments of the women were cloaklike arrangements extending to the feet.

There are forty-three Lapp, ten Finn, and fifteen Norwegian herders and drivers, and their families, making a party of sixty-eight men, nineteen women, and twenty-six children. Among them are six bridal couples, married a few days before the sailing of the steamer. For there were young men desirous of trying their fortunes in the remote regions of the New World, and their fiancées must needs be taken along. One of these couples had reached the mature ages of forty and thirty-nine respectively; the ages of the youngest pair were twenty-six and twenty-three years, and the youngest bride, twenty-two. The greatest disparity of ages was between a husband forty-one and a wife twenty-three. Among the others was a man twenty-nine, whose wife was fifty.

Celebrities from the Far North.

Each of the three races has a celebrity aboard. Samuel Johannsen Balto is a Lapp who crossed Greenland with Nansen and wears a silver medal conferred upon him by Oscar II., King of Sweden and Norway, in recognition of his services upon that occasion.

Olai Paulsen is a Norwegian who boasts of three prizes—two medals and a silver pitcher—received from King Oscar II. for skill in rifle shooting, and Johan Petter Stalogaro is a Finn who has the distinction of having been the northernmost mail carrier in the world, having for eight years carried the mail on his back to North Cape, Norway, 5 degrees of latitude north of the arctic circle, traveling on skees.

There are twelve others in the company who have had experience in carrying the mails with reindeer teams across arctic Lapland.

To be Sent by Rail to Seattle.

The Manitoban had a remarkably rough trip, but so well were animals and human beings cared for that nothing worse than seasickness and the two cases of measles developed to dampen spirits during the three weeks and more at sea. The herders and their families are much interested in their trip, and seemed quite happy among themselves, though the laughter heard among them was keyed in guttural tones.

Soon after the Manitoban anchored the steamer General Meigs of the Quartermaster's Department of the army steamed alongside. She was in charge of Lieut. Col. Amos S. Kimball, and with him was Lieut. Devore.

It was learned that the Manitoban will be docked at the Pennsylvania Railroad docks in Jersey City. The Government has a contract with the Pennsylvania Railroad to transport the deer to Seattle. They will be forwarded to Chicago over the Pennsylvania lines, thence to St. Paul over the Chicago, Milwaukee and St. Paul, and over the Great Northern to Seattle.

For the transportation thirty stock and whatever number of box cars will be used. The stock cars are specially equipped for the service. The train will move in two sections, and will contain also sleepers for the herdsmen, drivers, and their families. A representative of the railroad and War Department attachés will accompany it.

The contract calls for delivery at Seattle in 150 hours, but permits stopping if it is found that the fatigue of travel is too much for the deer.

From Seattle the outfit will be forwarded to Skaguay and Dawson City, and thence distributed to the Government relief stations.

Part will be sent to Cook's Inlet and others to the Copper River.

The cost of the herd purchased by Dr. Jackson is believed to have been about $50,000.

KLONDIKE SOLDIERS KILLED.

Met Death When the Ship They Were in Went Ashore at Juneau—Several Injured.

SEATTLE, Feb. 27.—The steamer Topeka arrived here last night from Juneau. Her officers report that by a terrific windstorm at Juneau last Sunday the steamer Oregon was blown ashore on the Juneau flats. The Oregon was lying in Juneau Harbor at anchor when the gale struck her, and after straining her anchors for some time she began to drag them, and then, at a tremendous speed, she was hurled on the flats. Several soldiers were thrown against the side of the vessel and some were killed.

The Oregon was ashore throughout the day, the passengers suffering terribly, as during the gale a dense fog and snowstorm prevailed. The thermometer registered 8 degrees below zero, and the fierce wind was piercing cold. When the gale abated at high tide the vessel was floated, having suffered no injury.

A KLONDIKER IN SHIRT SLEEVES.

F. W. Hyde Relates His Experiences and Gives Advice to Gold Seekers.

A returned Klondike prospector sits in his shirt sleeves in a room at the Grand Union Hotel with the windows open and still complains of feeling warm. He is F. W. Hyde, a man of enormous build, and he comes direct from Dawson City, which he calls his home. He has been in that region for twelve years, and worked in the gold fields of Colorado and Montana before he went North.

He said: "I have been through the Skaguay and the Dyea passes and down the Yukon. The Dyea pass is by far the best route. The Yukon is open at its lower end only about six or eight weeks in the year."

"How long will it take a man to get through the Dyea pass?" was asked.

"It depends upon the man. If he has some one with him who knows the way and has the right kind of outfit, he will get through in two weeks. But if they attempt as thousands are trying it now they will never get through.

"The MacKenzie River route is the most absurd of all. It will take a man nearly two years to get through there with the proper outfit of provisions, and he is just as likely never to reach the Klondike River.

"There are thousands going into the Klondike this year," he added, "who will never come out, I am afraid, and the worst spot I was ever in is Skaguay. There the tough characters from all over the country seem to have congregated, and lawlessness is rife. We have had no trouble of that kind on the Klondike. It is a most law-abiding community. We have thirteen of the Territorial police there, but there is little for them to do.

"I am a member of the Pioneers of Yukon Valley, an organization formed to maintain law and order. There are only about 180 members of it, and only those who have been there a certain length of time are eligible to membership. Formerly when a man did wrong we gave him $50 and some provisions, put him in a boat, and sent him down the Yukon, and he could not come back under pain of death.

"I consider the Klondike the greatest gold-producing country in the world, but any one must work to get it out. A young man who has $1,000 and no ties can afford to go there. He should get his own outfit, and not depend upon transportation companies, some of which are not responsible concerns."

Mr. Hyde will return to Dawson City in a few weeks. He is here on a business trip.

NEW BANK AT DAWSON CITY.

Branch of the Canadian Bank of Commerce to be Established There.

CHICAGO, Ill., Feb. 27.—A branch of the Canadian Bank of Commerce, of which the Northwestern National Bank of Chicago is correspondent, is to be started at Dawson City.

The Canadian Bank of Commerce has been appointed agent of the Government for the Yukon district, and will receive all royalties on gold mined in Canadian territory in the Klondike.

Drafts will be issued at Dawson City with no extra charges, except what is taken out in royalties. The gold received by the bank will be sent to the coast under the escort of mounted police provided by the Government.

A French Nurse Stranded.

Guillet Andrée, a French trained nurse who has been hired by the managers of the hospital at Juneau, Alaska, is stranded at the Immigration Station at the Barge Office, because she has neither a ticket nor money enough to get there. She said yesterday when she arrived on the steamship La Bretagne, that her cousin, who lives in this city, had a ticket and money for her, but as the cousin did not call she was detained, in spite of her vigorous and emphatic protest.

A TRIBUTE TO MISS WILLARD.

Rev. E. S. Tipple Delivers a Eulogy at St. James's Methodist Church.

The Rev. E. S. Tipple of St. James's Methodist Church, Madison Avenue and One Hundred and Twenty-sixth Street, paid a high tribute last night to Frances E. Willard. He said he would not try to present her as a woman of great talent, as an orator, or as the head of a great organization. He preferred to show her as she liked to be known, a simple follower in the footsteps of Jesus Christ.

"Her motto' said the preacher, "was 'Love—Serve.' She gave up the promise of great literary success to take up God's cause. Her ambition was to be a true Christian and to have the world so recognize her. She arrayed the home against the saloon, and, though the fruit of her labors may be delayed, the harvest will surely come.

"She will be recognized as the queen-mother of myriads of happy homes. How sublime is the passing of that noble soul! Grief to us is her triumph, darkness to us is her glory. Who can compute her reward?"

DR. KITTREDGE IN HER PRAISE.

He Lauds Miss Willard at the Madison Avenue Reformed Church.

The Rev. Dr. Abbott E. Kittredge, pastor of the Madison Avenue Reformed Church, Madison Avenue and Fifty-seventh Street, paid a tribute to the memory of Frances E. Willard, the temperance advocate, in a discourse on "Women of the Bible and Christendom" at the church last evening.

"Among the noble women of the world," he said, "I place the name of Frances Willard, whose life went out last week. Her personal magnetism, graceful manner, winning ways; her cultivated and comprehensive mind, linked with a marvelous eloquence, made her a surpassing figure. Not until middle life did her love for humanity and her love for her sex force her out from the seclusion of that Western village to become an apostle of liberty and purity and to lead her sex into the promised land, which, like the great Lincoln, she was not permitted to enter.

"With a mind that was always planning vast schemes which no obstacles could weaken and no opposition could overcome, she labored for twenty-four years with an unselfish love for her sex, a love that shone in her beautiful face. She believed that women had the right to suffrage, with the belief that women would always vote for purity and against vice and corruption. She believed that women should be ordained for the ministry, and she did this with the conviction that mother love would reach many a heart untouched by the greatest eloquence. She was so earnest, so sincere, and so burning with enthusiasm that one could not, although perhaps differing with her, fail to reverence her. Like Paul, she could say when the end came: 'I have fought the good fight; I have kept the faith.'

"The world is poorer to-day because of Frances Willard's death. The world is better to-day because she has lived with you, and the seed she has been sowing all through these many years is going to spring up in the years to come."

Close Figuring for the Heirs.

From The Kansas City (Mo.) Times.

There is a windfall for the heirs of Melinda Griffin. There are about forty of these heirs. Suit in partition has been begun in the Circuit Court, and next term the estate of Melinda Griffin will be cut up. It is true it is a small one—half a dozen lots well out of the city. All the heirs are not known, and it will not hurt them if they are never found. Each one is entitled to only a ninety-ninth interest in the estate.

But they fare better than a second Melinda Griffin, as she gets one-fourth of one-ninth of one-eleventh of the estate. Six others are heirs to similar portions, and they are comparatively well off when it comes to what Thomas C. Purdon gets. With his brother, Charles B. Purdon, he will get one-three-thousand-nine-hundred-and-sixty-fourth part of the estate. Melinda Washburn, Anna Brown, and Leonard Purdon, a sixth or a ninth of an eleventh interest, which is one-five-hundred-and-ninety-fourth of the whole, while as heirs from another branch of the family, their wealth will be added to a sixth of a ninth of a ninth of an eleventh, which is one-five-thousand-three-hundred-and-forty-sixth part of the estate, and it will take a microscope to find it.

PENSION DECISION MODIFIED.

Veterans Dropped by Hoke Smith's Board of Revision May Be Re-examined.

WASHINGTON, Feb. 27.—Under a decision rendered by Hoke Smith, Secretary of the Interior under the Cleveland Administration, May 27, 1893, in the case of Charles T. Bennett, Mr. Lochren, the Commissioner of Pensions, organized a Board of Revision in the Bureau of Pensions for the purpose of taking from the files claims which had been allowed under the act of June 27, 1890, for a re-examination.

As a result of that re-examination, Assistant Secretary Webster Davis says pensioners were reduced or dropped in at least 25,000 cases. Upon a careful examination of the examination then taken, Mr. Davis has issued the following order relating to appeals pending before the department in such cases:

"It is directed that the pending appeals from the action of reducing or terminating of pensions granted under the second second of the act of June 27, 1890, in accordance with the decisions rendered May 27, 1893, in the case of Charles T. Bennett, (7 P. D., P. 1,) shall be examined with great care. In cases where the evidence filed or the certificate of examination indicates that the pension originally allowed was warranted under a just and impartial construction of the law they should be returned to the Bureau of Pensions for a special examination or another medical examination, or both, as may be deemed necessary.

"It is held to be proper and just that such pensioners shall be granted a fair hearing, and be allowed an opportunity to show by competent proof that they were disabled in the degree, and on account of the causes alleged at the date when the pension was reduced or terminated. It will be understood that this action disposes of the pending appeal in such cases by reversing the action taken by the Bureau of Pensions, and remanding the case for further investigation, the reasons therefor being fully set forth."

This order, the department announces, will result in giving all soldiers affected by the Bennett decision a chance to be heard.

Mr. Davis has also rendered an important decision on the question of "line of duty." It was in the case of the widow of Oscar Hoffman, Twenty-third United States Infantry Band, who applied for a pension. The War Department reported that the soldier was accidentally killed in line of duty while on a pass to hunt; that such practice was encouraged in the regular army, because it improved the soldier's marksmanship, and that a soldier killed or wounded while so engaged, not in consequence of any willful neglect or improper conduct, was considered in line of duty.

The Assistant Secretary holds that, as the records of the War Department are usually accepted as conclusive upon all other questions relating to a soldier's service, the contemporaneous record by the proper medical officer, that the soldier was in line of duty when killed, should be regarded, in the absence of evidence to the contrary, as controlling upon that question. Where such record does not appear the question of line of duty must be determined by the best obtainable evidence in each case.

WALDEN P. ANDERSON HURT.

Fractures a Kneecap the Fourth Time Trying to Board a Cable Car.

Walden P. Anderson, a real estate dealer, living at 826 Amsterdam Avenue, and a cousin of E. Ellery Anderson, met with a painful accident last night while trying to board a north-bound cable car at Amsterdam Avenue and One Hundred and Fifth Street.

The conductor started the car too quickly, and Mr. Anderson was thrown forcibly to the pavement, fracturing his kneecap. He was taken to the Manhattan Hospital. A peculiar circumstance of the accident is the fact that this same kneecap has been thrice before broken.

AT THE HOTELS.

BUCKINGHAM—Gen. O. O. Howard, United States Army, (retired.)

FIFTH AVENUE—R. H. Plant, Macon, Ga.; Congressman J. H. Walker, Massachusetts; Col. G. W. Dunn, Binghamton; ex-Congressman N. D. Sperry, New Haven.

HOLLAND—William Jardine, Edinburgh; Thomas C. Neilson, Glasgow; Judge William A. Vincent, Chicago.

IMPERIAL—Major E. P. Crane, Boston.

PARK AVENUE—J. K. Burnham, Kansas City; Charles J. Swift, San Francisco.

WALDORF—Dr. Eugene Zeile, San Francisco; John R. Tanner, Illinois.

ARRIVAL OF BUYERS.

Representatives of Out-of-Town Firms Now in the City.

Alexander, T. L., & Co., Charlotte, N. C.; F. D. Alexander, dry goods; Broadway Central Hotel.
Appell Brothers, Las Vegas, N. M.; I. Appell, dry goods; Hotel Albert.
Baldauf, S., Oskaloosa, Iowa; millinery; Hotel Imperial.
Burnham, Hanna, Munger Company, Kansas City, Mo.; J. K. Burnham, domestics and flannels; 43 Leonard Street; Park Avenue Hotel.
Blake, Dowell & Helm, Baltimore, Md.; S. W. Helm, millinery; St. Denis Hotel.
Burke, Fitzsimons, Hone & Co., Rochester, N. Y.; W. E. Toole, silks; M. J. Stupp, toys; Park Avenue Hotel.
Beall, Comstock & Co., Ypsilanti, Mich.; F. M. Beall, dry goods; Broadway Central Hotel.
Campbell & Smith, Pittsburg, Penn.; L. C. Scott, carpets and upholstery goods; Westminster Hotel.
Dey Brothers & Co., Syracuse, N. Y.; J. H. Foster, fancy goods; 66 Grand Street; New Amsterdam Hotel.
Donaldson, William, & Co., Minneapolis, Minn.; C. E. Fisher, jewelry and fancy goods; 2 Walker Street; Hotel Manhattan.
Einstein, J., Savannah, Ga.; hats; Hoffman House.
England Brothers, Pittsfield, Mass.; D. England, dry goods; Hotel Imperial.
Field, Marshall & Co., Chicago, Ill.; C. F. Hills, dress goods; A. H. Dainty, carpets; 104 Worth Street; Holland House.
Fox, G., & Co., Hartford, Conn.; J. L. Fox, jewelry; 45 Lispenard Street; Hotel Manhattan.
Frank Brothers, Chicago, Ill.; J. M. Cavanagh, domestics; A. L. Washer, dry goods; 115 Worth Street; Hotel Albert.
Frank Brothers, Chicago, Ill.; D. E. Hartwell, dry goods; 115 Worth Street; Hotel Imperial.
Gross, W. & M., Troy, N. Y.; M. Gross, clothing; Park Avenue Hotel.
Harnek, Bergner & Von Maur, Peoria, Ill.; R. H. Harned, notions and cloaks; 45 Lispenard Street; Park Avenue Hotel.
Hunter & Hardie, Dayton, Ohio; N. M. Hunter, dry goods, cloaks, and suits; Grand Hotel.
Katz, J., Company, Milwaukee, Wis.; A. Bogulawski, house furnishing goods, notions, and toys; Hoffman House.
Kaufman, Strauss & Co., Louisville, Ky.; I. L. Morgenroth, ladies' and infants' wear; 443 Broadway; Hoffman House.
King, H., Washington, D. C., dry goods; Hotel Marlborough.
Kritzman, J., & Son, Hudson, N. Y.; W. Kritzman, clothing; Park Avenue Hotel.
Lindike, Warner & Schurmeier, St. Paul, Minn.; R. Warner, hosiery and underwear; 51 Leonard Street; Murray Hill Hotel.
Loewenthal, J., & Co., Mobile, Ala.; J. Loewenthal, notions; Hotel Albert.
Lusk, J. B., Jackson, Miss.; dry goods; Hotel Albert.
Moses, H., Trinidad, Col.; dry goods; Broadway Central Hotel.
Morris Company, The, Tarborough, N. C.; A. Morris, carpets; Hotel Albert.
Meyer Brothers, Monroe, La.; S. Meyer, dry goods; Hoffman House.
McHenry, J., Cleveland, Ohio; Miss Haighen, millinery; Miss M. Selle, cloaks and suits; Broadway Central Hotel.
Newcomb, Endicott & Co., Detroit, Mich.; Miss K. McGoldrick, laces and ladies' neckwear; 338 Broadway; Hotel Imperial.
Nichols, E. C., Company, The, Bangor, Me.; W. H. Kirkpatrick, notions, furnishing and fancy goods; Hotel Albert.
Netter & Co., Donaldsonville, La.; A. Netter, dry goods; Hotel Marlborough.
Porteous & Mitchell, Norwich, Conn.; J. Porteous, cloaks and suits; 57 White Street.
Pittsburg Dry Goods Company, Pittsburg, Penn.; E. K. Bennett, ribbons; 48 Leonard Street; Westminster Hotel.
Reid & Hughes, Lowell, Mass.; J. T. Story, cloaks and suits; 52 Franklin Street; Hotel Imperial.
Roth, G. J., Boonville, Ind.; carpets and dry goods; Hotel Albert.
Shurtenberg & Robinson, Pawtucket, R. I.; N. H. Studley, cloaks and suits; 54 Franklin Street; Broadway Central Hotel.
Seely & Read, Freeport, Ill.; F. A. Read, millinery; Hotel Albert.
Schramm, Schmeig & Co., Burlington, Iowa; F. E. Schram, dry goods; Hotel Albert.
Schlesinger & Mayer, Chicago, Ill.; J. F. Carroll, dry goods; 377 Broadway; Hotel Imperial.
Stevenson, John, & Co., Indianapolis, Ind.; J. Stevenson, dry goods; Grand Hotel.
Sibley, Lindsay & Carr Company, Rochester, N. Y.; Miss Blum, millinery; 454 Broome Street; Hotel Imperial.
Schlesinger & Mayer, Chicago, Ill.; J. Mayer, cloaks and suits; B. Mayer, domestics; 377 Broadway; Hoffman House.
Smith & Murray, Springfield, Mass.; A. Leith, cloaks and suits; 57 White Street.
Townsend & Wyatt Dry Goods Company, St. Joseph, Mo.; J. Townsend, furnishing goods; 401 Broadway; Broadway Central Hotel.
Taylor, Woolfender & Co., Detroit, Mich.; J. B. Allen, cloaks and suits; Miss E. Davidson, millinery; Miss Helen Pennycook, white goods and handkerchiefs; H. Taylor, trimmings and notions; Broadway Central Hotel.
Troelicht, Duncker & Renard Carpet Company, St. Louis, Mo.; H. Duncker, carpets; C. H. Duncker, carpets; Grand Hotel.
Whitehurst & Dozier, Norfolk, Va.; S. W. Dozier, notions and furnishing goods; St. Denis Hotel.
Wyman, Partridge & Co., Minneapolis, Minn.; W. S. Hunkens, notions and fancy goods; 258 Church Street; Hotel Manhattan.

Dartmouth Gets an 1812 Medal.

From The Boston Transcript.

Dartmouth College has just come into possession of a rare gold medal struck by Congress in 1814. It is one of a few medals presented by the President to certain Generals of the war of 1812. This particular medal was given to Brig. Gen. James Miller, and on one side bears the portrait of Gen. Miller, and underneath it his name and the words, "I'll try." On the other side is recorded the resolution of Congress and the battles for which the medal was given. The battles recorded are: Chippewa, July 5, 1814; Niagara, July 25, 1814, and Erie, Sept. 17, 1814. It is mounted on a wooden base made out of timber from the hulk of the frigate Constitution. The medal weighs about 8½ ounces, and commercially alone is worth about $200. The medal has for a long time been in the possession of the Prescott family of Brookline, and has just been given to the college by Miss Ruth Prescott, whose father was a graduate of Dartmouth. The fact that Daniel Webster, a graduate of Dartmouth, received the medal for Gen. Miller makes the curio of additional and significant value to the college.

Santa Ana's Sword.

From The Cincinnati Enquirer.

For some time a story has been going the rounds of the press to the effect that the sword surrendered by Gen. Santa Ana to Gen. Sam Houston at the battle of San Jacinto is in the possession of a man in Cincinnati. Col. Andrew J. Houston of Dallas, a son of Sam Houston, says:

"This Cincinnati story is a mistake which I wish corrected. The Cincinnati man may have a sword once carried by Santa Ana, but the sword surrendered to my father at San Jacinto by Santa Ana is in possession of my family here in Texas, and it shall remain here permanently unless I should find it necessary to carry it in defense of my country in the prospective war with Spain."

The Society of the Daughters of the Texas Republic recently made an effort to get possession of the Cincinnati sword, but Col. Houston's statement will set at rest their anxiety.

STATE COURTS.

New York Calendars—This Day.

SUPREME COURT—Appellate Division—Recess.

SUPREME COURT—Appellate Term—For the hearing of appeals from City Court and District Courts.—Beekman, P. J.; Gildersleeve and Giegerich, JJ. Opens at 10:30 A. M. Motions.
1—Mollan vs. McGee.
2—Blau vs. Pasternak.
3—Zinsser vs. Herman.
4—Darcy vs. Steger.
5—Mulligan vs. Cox.
6—Strock vs. Brigantine Trans. Co.
7—Jaecker vs. Muller.
8—Porter vs. New York City Baptist Mission Society.
9—Rose vs. same.
Appeals from judgments of City Courts.
1—Flicker vs. Graner.
2—Kerber vs. Niles.
3—Thomas vs. Risley.
4—Perry vs. Erb.
5—Consumers' Brewing Co. vs. Lipot.
6—Lee vs. Kennedy.
7—Vietor vs. Nichol.
Appeals from District Courts.
1—Alteman Law Co. vs. Frank.
3—Rabinowitz vs. Mittenthal.
4—Wetterer vs. Soubrious.
5—Same vs. same.
6—Harlem Reporter Co. vs. Moffet.
7—Simon vs. Jaworower.
8—Tannenbaum vs. Heyman.
9—Sipp vs. Siegel-Cooper Co.
10—Becker vs. Laitin.
11—Diehl vs. Schmalacker.
12—Martin vs. Tarbox.
13—Goldberg vs. Mittler.
14—Badesch vs. Congregation Brothers of Willner.
15—Brassel vs. 3d Av. R. R.
16—Gough vs. Selvage.
17—Mans vs. Jefferson Club & Pioneer Corps, &c.
18—Banner vs. Whitehead.
19—Walker vs. Radley.
20—Potter vs. New York City Baptist Mission Society.
21—Ross vs. same.
23—Murphy vs. Levy.
24—Goldfeder vs. Lincoln.
25—Ellis vs. Nat. Gramaphone Co.
26—Seaman vs. same.
27—Wisner vs. Osteyee Brothers.
28—Muller vs. Hamilton Storage & Warehouse Co.
29—Burkard vs. George Hagenmeyer & Sons Lumber Co.
30—Wilner vs. Katz.
31—Robertson vs. Local Union No. 64, United Brotherhood.
32—Wright vs. Duffie.
33—Same vs. some.
34—Penniman vs. Lagrange.
35—Johnson vs. Clark.
36—Heckman vs. 3d Av. R. R.
37—Lynd vs. Jacoby.
38—Freud vs. Mills.
39—People, &c., vs. Kellina.
40—Am. Grocery Co. vs. Staten Island Rapid Transit Co.
41—Eastern Brew. Co. vs. Feist.
42—Batchelor vs. Hatie.
43—McCormick vs. Butler.
44—Burke vs. Educational Alliance.
45—Zinsser vs. Herrman.
46—Starr vs. Silverman.
47—Stand vs. Helmsoth.
48—Tenesei vs. Society Italiano, &c.
49—Titus Sheard Co. vs. Morrissey.
50—Darcey vs. Steger.
51—Weber vs. Manheimer.
52—Conroy vs. Allen.
53—Bannon vs. Levy.
54—Linden vs. Brustin.
55—Genties vs. Finck.
56—Darrow vs. Cabot.

SUPREME COURT—Special Term—Part I.—Freedman, J.—Opens at 10:30 A. M. Litigated motions.
1—Nehrbas vs. Nehrbas.
2—Hawley vs. Rutan.
3—People ex rel Roth vs. Fromme.
4—Matter of St. Nicholas Bank.
5—Church vs. Cromwell Steamship Co.
6—Ruble vs. Keating.
7—Kappe vs. Heidenheimer.
8—Kelly vs. Bowery Savings Bank.
9—In re Stern.
10—Weber vs. Adler.
11—Weill vs. Nelson.
12—Green vs. Wintringham.
13—Hooper vs. Routt.
14—Petchaft vs. Gurby.
15—In re Betey.
16—In re Burgoyne.
17—In re Richnitzen.
18—In re Bowne.
19—Turl vs. Campbell.
20—In re Merriam Co.
21—In re Oakman Electrical Co.
22—Rothschild vs. Schwab.
23—Kempner vs. Atterbury.
24—In re Brown.
25—Starr vs. Klein.
26—Hilton vs. Hilton.
27—Weber vs. Union Ry. Co.
28—Coe vs. Brush.
29—Oppenheim vs. Tamsen.
30—O'Brien vs. Grieff.
31—O'Brien vs. Blaut.
32—Johnston vs. Robinson.
33—Batchelor vs. Murphy.
34—New York Building Loan and Banking Co. vs. Fisher.
35—Stein vs. Brodil.
36—In re Nagel Av.
37—Crawford vs. Moore.
38—Ringrose vs. Ringrose.
39—Hergert vs. Union Railway Co.
40—Peters vs. Meigs.
41—Costello vs. Costello.
42—Caruso vs. Caruso.
43—Giammelli vs. Giammelli.
44—Schreyer vs. Schmidt.
45—Mullery vs. Lippmann.
46—Lawrence vs. Tuote.
47—Matias vs. Matias.
48—Keller vs. Kleinbaum.
49—Szerlip vs. Baier.
50—In re Hayden.
51—Nineteenth Ward Bank vs. Langenzen.
52—People, &c., vs. Madison Square B'k.
53—Fay vs. Mulholland.
54—Reed vs. Frank.
55—Sander vs. Pettit.
56—Feder vs. Heller.
57—Sullivan vs. Baker.
58—People ex rel Kelsey vs. N. Y. Post Graduate Medical School, &c.
59—Rankin vs. Farmer.
60—Fine vs. Adler.
61—Mott vs. Mott.
62—Henry vs. Salisbury.
63—Sheehy vs. Regan.
64—Harriott vs. Harriott.
65—L. E. Waterman Co. vs. Leach.
66—People ex rel McNulty vs. County Covan Young Men's Benevolent Ass'n.
67—In re Hutchinson.
68—Warren vs. Norris.
69—Linch vs. Rhoades.
70—People ex rel Tuthill vs. Board of Estimate and Apportionment.
71—Dickinson vs. Earle.
72—Lees vs. Dobson.
73—Wilson vs. Freeman.
74—Howell vs. Howell.
75—In re Robb.
76—In re Woodley.
77—Bahlul vs. Bahlul.
78—In re Coler.
79—Wright vs. Rosse.
80—U. S. Glass Co. vs. Bruner.
81—In re Levy.
82—In re Burch.
83—Butler vs. Richardson.
84—U. S. Stock and Grain Co. vs. Poddock.
85—In re Brooke Av.
86—Lenehan vs. College of St. Francis Xavier.
87—Jacob vs. E. V. Crandall Co.
88—Gates vs. Bricks.
89—Munson Belting Co. vs. Austin.
90—People, &c., vs. W. B. Wehl Co.
91—Casmento vs. McCallum.
92—Preservaline Manufacturing Co. vs. Oppenheimer.
93—Garber vs. Littauer.
94—Hahn vs. Langensew.
95—H. B. Claflin Co. vs. Scheidnelman.
96—People, &c., vs. Family Fund Society.
97—Hammel vs. Schleisner.
98—Fortunato vs. Mayor, &c.

SUPREME COURT—Special Term—Part II.—Pryor, J.—Opens at 10:30 A. M. Ex parte business.

SUPREME COURT—Special Term—Part III.—Kellogg, J.—Opens at 10:30 A. M. Calendar clear.
Motions.
1—Luersen vs. O'Brien.
2—In re E. 169th St.
3—Sheehy vs. Ryan.
4—In re Depot Place.
Demurrers.
650—Doelger vs. McGinniss.
668—Empire Dairy Feed Co. vs. Chatham National Bank.
Preferred Causes.
6307—Logan vs. Goodrich.
6353—Mead vs. Mead.

SUPREME COURT—Special Term—Day calendar to be called in Part IV. room at 10:30 A. M. Cases will be assigned to the several parts of Special Term for trial.
Law and Fact.
6079—N. Y. Life Ins. and Trust Co. vs. Southard.
6078—Bank of America vs. Southard.
6080—Nat. Union Bank vs. same.
5665—Koch vs. Koch.
5825—Anther vs. Matshak.
4975—Stiefel vs. N. Y. Novelty Co.
5065—Burns vs. Mullin.
4981—Glennon vs. McGuire.
5422—Whitman vs. Bates.
1966—Walker vs. Rosswig.
5847—Hayes vs. Kerr.
5872—Waterman Co. vs. Waterman.
5877—Caruso vs. Caruso.
5954—Quirk vs. Devoe.
5960—Russell vs. Mayor, &c.
4847—Bennett vs. Campbell.
5312—Gray vs. Gent.
5248—N. Y. City Baptist Socy. vs. Ross.
5249—Same vs. Potter.
5301—Carroll vs. Schnatz.
5317—Guarino vs. Guarino.
5099—Sommer vs. Dyer.
5431—Milne vs. Northwest'n Life As. Co.
5451—Jenkins vs. Hammerslag.
5420—Kurzman vs. Lowry.
4987—Dickinson vs. Continental Trust Co.
5277—Anderson vs. Houghton.
Highest number reached in regular call, 6132.

SUPREME COURT—Special Term—Part IV.—Stover, J.—Opens at 10:30 A. M. Cases to be sent from day calendar for trial. Case on.

SUPREME COURT—Special Term—Part V.—Bischoff, Jr., J.—Opens at 10:30 A. M. Cases to be sent from day calendar for trial. Case on.

SUPREME COURT—Special Term—Part VI.—Chase, J.—Opens at 10:30 A. M. Litigated motions to be sent from Special Term, Part I. Calendar clear.

SUPREME COURT—Special Term—Part VII.—Daly, J.—Opens at 10:30 A. M. Elevated railroad cases. Calendar clear.

SUPREME COURT—Special Term—Part VIII.—Adjourned for the term.

SUPREME COURT—Trial Term—Part I.—Criminal Term—Fursman, J., Assistant District Attorneys McIntyre, Herrman, and O'Reilly for the People. Opens at 10:30 A. M.
1—Dominico Cesaro.
2—Allessanto Ciaramello.
3—William Butler.

SUPREME COURT—Trial Term—Part II.—Truax, J.—Opens at 10:30 A. M. Case on. Preferred causes.
14951—Buckley vs. The Mayor, &c.
14891—Burrows vs. Sands.
15227—Kleeblatt vs. Sieke.
14647—Citizens' Sav. Bk. vs. The Mayor, &c.
8203—Burnett vs. The Mayor, &c.
14877—Ullner vs. Hunter.
13885—Stones vs. Stones.
14750—Bergman vs. Bernheimer.
14783—Connaughton vs. Met. St. Ry.
14824—Manis vs. Met. St. Ry.
15135—Vought vs. Standard Elec. Eq. Co.
15340—Fahrig vs. Morso Oil & Pharmaceutical Co.
15066—Sabatar vs. Levins.
3615—Hayman vs. Hobbs.
15373—Boas vs. Chatfield.
15433—Cameron vs. N. Y. C. & H. R. R. R. Co.
15257—Toner vs. Met. St. Ry. Co.
15177—Gaynor vs. Magnotte.
8944—Williams vs. Tamsen.
14489—Beck vs. R. Rothschild & Sons' Co.
15117—Trowbridge vs. Turner.
14721—Hill vs. Seitz.
14591—Troost vs. Third Av. R. R. Co.
15247—Golla vs. Fisher.

SUPREME COURT—Trial Term—Day calendar to be called in Part III. room at 10:15 A. M. Cases will be sent from this calendar to Parts III., IV., and V., for trial.
7538—Bolte vs. Third Av. R. R. Co.
8106—Lamb vs. Flanagan.
8984—Hart vs. Second Av. R. R. Co.
8467—Dickinson vs. N. Y. Press Co.
8468—Same vs. Morn. Journal Assoc.
8291—Chrispell vs. Shoemaker.
7526—Edelberg vs. Union Ry. Co.
7969—O'Grady vs. Auger.
7627—Tomlinson vs. Third Av. R. R. Co.
6210—Hyde vs. Ingraham.
7455—Crozier vs. Third Av. R. R.
7813—Scharles vs. Rhoades.
9131—Lynch vs. Second Av. R. R. Co.
5330—Levy vs. Tribune Assn.
3555—Breen vs. Rives.
4725—Graney vs. Berry.
Highest number reached in regular call, 9316.

SUPREME COURT—Trial Term—Part III.—Scott, J.—Opens at 10:15 A. M. Cases to be sent from day calendar for trial. Case on.

SUPREME COURT—Trial Term—Part IV.—Bookstaver, J.—Opens at 10:30 A. M. Cases to be sent from day calendar for trial. Calendar clear.

SUPREME COURT—Trial Term—Part V.—Dugro, J.—Opens at 10:30 A. M. Cases to be sent from day calendar for trial. Calendar clear.

SUPREME COURT—Trial Term—Day calendar to be sent from Part VII. room at 10:30 A. M. Cases will be sent from this calendar to Parts VII., X., and XI. for trial.
13893—Brady vs. Manhattan Ry. Co.
8905—Hayes vs. Trustees N. Y. & B'klyn Bridge.
8917—Sullivan vs. Frazier.
8451—Barry vs. Central Crosstown R. R. Co.
8648—Pfoulkers vs. McAdam.
7709—Snead vs. Bonnall.
8325—McMahon vs. Bennett.
5882—La Porte vs. Wells, Fargo & Co.
8683—Gray vs. Mayor, &c.
1268—Hauk vs. N. Y., N. H. & H. R.R. Co.
8609—Stern vs. Stewart.
8056—Merkowstsch vs. Met. St. Ry. Co.
10955—White vs. Eidlitz.
9019—Miller vs. Sun Printing & Pub. Co.
9039—Toher vs. the Mayor, &c.
9041—Leland vs. Sun Printing & Pub. Co.
9057—Am. Boiler Co. vs. Fontham.
9089—Horace Waters Co. vs. Kress.
9092—Stranch vs. Freund.
9105—Alcorn vs. Morning Journal Ass'n.
9140—Abele vs. Whiting.
5979—Mulligan vs. Met. St. Ry. Co.

SUPREME COURT—Trial Term—Part VII.—Beach, J.—Opens at 10:30 A. M. Cases to be sent from day calendar for trial. Case on.

SUPREME COURT—Trial Term—Parts VI., VIII., IX., and XII.—Adjourned for the term.

SUPREME COURT—Trial Term—Part X.—MacLean, J.—Opens at 10:30 A. M. Cases to be sent from day calendar for trial. Calendar clear.

SUPREME COURT—Trial Term—Part XI.—McAdam, J.—Opens at 10:30 A. M. Cases to be sent from day calendar for trial. Case on.

SURROGATE'S COURT—Chambers—Arnold, S.—Wills for Probate at 10:30 A. M.—Margaret J. Hooper, Fritz Dansz, Christian Frederick, Magdalena Buhler, Elizabeth Bergman, Ann Slater. At 2 P. M.—John J. Lemon, William J. Edwards, Thomas Mulhearn, Charles Pfuderer.

SURROGATE'S COURT—Trial Term—Held in Surrogate's Court, Trial Term, ground floor, in County Court House.—Fitzgerald, S.—Opens at 10:30 A. M. Contested wills:
1343—Frances Lyons.
1348—Henry A. Hurlburt.
1354—Louisa A. Felt.
1360—Margaret J. Smith.
1353—Philip R. Underhill.

CITY COURT—General Term—Fitzsimons, C. J.; O'Dwyer and Olcott, JJ.—Held on top floor, 32 Chambers St., (brownstone building.)—Opens at 10 A. M. On call of calendar all causes must be marked either ready or off term, and those marked ready must be argued or submitted as reached.
Appeals from Orders:
1—Burnell vs. Coles.
2—Bradley & Currier Co. vs. Harrison.
3—Kucher vs. Caril.
4—Parath vs. O'Shaughnessy.
5—Sieferman vs. Woolfrath.
7—Stokes vs. Behrens.
8—Miller vs. Weaver.
9—Reedy Elevator Co. vs. American Grocery Co.
Appeals from Judgments:
1—Lawyers' Surety Co. vs. Reinach.
2—Hardy vs. Eagle.
3—Vogel vs. Weissman.
4—Denehy vs. McCloud.
5—Ruth vs. Phillips.
6—Hepner vs. Maybury.
7—Cassidy vs. Jackson.
8—Collins vs. Everhart.

CITY COURT—Special Term—Conlan, J.—Opens at 10 A. M. Held on top floor of Brownstone Building, Chambers Street, (formerly General Sessions.) Motions must be made returnable at 10:30 A. M. Defaults on motions will be taken at 11 A. M.

CITY COURT—Trial Term—Parts I., II., III., and IV.—Adjourned sine die.

COURT OF GENERAL SESSIONS—Part I.—Fitzgerald, J.—Opens at 10:30 A. M. Assistant District Attorneys McClelland, Le Barbier, and Gray for the People.
1—Theodore Mortensen.
2—Benjamin Jacobs.
3—Leopold Schlveiger.
4—Josef Krainik.
5—Edward Wright.
6—Thomas J. Reynolds.
7—Isaac Oppenheimer.
8—Thomas Blackman.
9—Charles Spamer.
10—Davis Kessler.
11—Abraham Fisher.
12—James Bendon.
13—James Galbraith.
14—Otto Egner.
15—Jacob Spielberger.
16—Jenny Giordono.
17—Charles Tiedeman.
18—Moritz Tolk.
Pleadings:
1—Richard Johnson.
2—John Barandon.
3—Charles Smith.
4—Thomas Cory, William Fisher.
5—Benjamin F. Smith.
6—Frederick Walker.
7—Lucy Smith.
8—William Ryan.
9—William Gray.
10—Joseph Connelly.
11—Henry Witson.
12—Joseph Pollak.
13—Frank Grallerenzo.
14—Frank Berger.
15—Benjamin Collyer.
16—Frank Davenport, Mamie Carr.
17—Annie Smith.
18—Frederick Seeman.

COURT OF GENERAL SESSIONS—Part II.—Goff, R.—Opens at 10:30 A. M. Assistant District Attorneys Osborne and Gordon for the People.
1—William J. Koerner.

COURT OF GENERAL SESSIONS—Part III.—Newburger, J.—Opens at 10:30 A. M. Assistant District Attorneys Blake and Lloyd for the People.
1—Mary M. Kellard.
2—William Robinson, Charles Howard, Joseph Kelly.
3—Jacob Levy, Morris Levy.
4—Harry Rubin.
5—David R. Burch.
6—Albert Cellins.
7—Thomas McCue.
8—Schimel Schenvitz.
9—Joseph F. Kellogg, Joseph Cronin, John Carey.
10—Harris Brickman.
11—Maggie Guthrie.
12—Samuel Bergen.
13—George W. Rudolph.
14—Samuel Davis.
15—John H. Bischoff.
16—Eugene Bauer.
17—Irving B. Aisel.
18—Arthur Bigelow.

COURT OF GENERAL SESSIONS—Part IV.—McMahon, J.—Opens at 10:30 A. M. Assistant District Attorneys Walsh, Byrne, and Honey for the People.
1—Frank E. Childs, George W. Childs.
2—Hugh P. Goodwin.
3—Charles Trojan.
4—James Donoghue.
5—John Birkly.
6—Bernard Yompolski.
7—Frank Reilly.
8—Joseph Abel.
9—Christopher Presutti.
10—Salvator Broncutor.
11—Michael Johnson.
12—John Foley.
13—George Brush.
14—Joseph Dina, Gaspari Dina.
15—Sarah E. Loder.
16—John Steitz.
17—Julius Krensell.
18—Edward Hart.
19—William J. Gallagher.
20—Fred. Geggus.
21—Frederick Gilbert.

Referees Appointed—New York.

SUPREME COURT—Pryor, J.—Breese vs. Mahoney—H. Snowdin Marshall. Breese vs. Elvise—Dallas Flanagan.

Receiver Appointed—New York.

SUPREME COURT—Chase, J.—Metropolitan Life Insurance Company vs. Joseph E. Weed—Thomas D. Husted.

Brooklyn Court Calendars.

SURROGATE'S COURT—Abbott, S.—The wills of Isabella Hamilton, Carl Seifert, Heinrich Ludwig, John H. Schutte, Stephen B. Sturges, Bridget Grogan, Eliza Wild, Eveline J. Stammier, Selma A. Vogel, Isaac Savage, Katharina Geier, William T. Cochran, Frederick W. Wandmacher, Robert Redpath, and Margaret Shannon.
The accounting of Joseph Bertina and Mary A. Wynkoop.
The estate of Mary G. McCormick and Bridget Boucher.
The discovery of assets of John Morris.
Contested Calendar at 10:30.—9—Will of Otis Studley. 11—Accounting of Michael Cavanagh. 6—Will of John D. Richardson. 7—Will of Henry Hoffman. 12—Estate of Annie M. Wheeler. 13—Will of Elizabeth Haslach. 14—Will of Edward Kane. 15—Estate of Christopher Bennett.

SURROGATE NOTICES.

RAINFORTH, RICHARD.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against RICHARD RAINFORTH, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, No. 280 Broadway, in the City of New York, on or before the 28th day of May, 1898, next.—Dated New York, the 18th day of November, 1897. ALBERT ARNS, ROBERT LITTLE, Executors. WAHLE & STONE, Attorneys for Executors, 280 B'way, New York City. n22-lawBtilmy28

SINGER, ISABELLE BLANCHE.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against ISABELLE BLANCHE SINGER, Duchesse Decazes et de Glucksbierg, late of the City of Paris, France, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, at the office of Coudert Brothers, his attorneys, No. 100 Broadway, in the City of New York, on or before the 1st day of July next.—Dated New York, the 13th day of December, 1897. HENRY CACHARD, Executor.
COUDERT BROTHERS, Attorneys for Executor, 100 Broadway, New York City. d13-law6mM

The New York Times

"All the News That's Fit to Print."

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Amusements This Evening.

ACADEMY OF MUSIC—The White Heather—8:15.
AMERICAN—Gypsy Baron—8:15.
BIJOU—What Happened to Jones—8:15.
BROADWAY—The Highwayman—8:15.
CARNEGIE HALL—Illustrated Lecture—8:00.
CASINO—The Telephone Girl—8:15.
COLUMBUS—Minstrelsy—8:15.
DALY'S—Lilli Tse—The Country Girl—8:15. Matinée—11 A. M.—Illustrated Lecture.
EDEN MUSEE—Waxworks—Concerts—Cinematograph—Day and Evening.
EMPIRE—The Conquerors—8:15.
FIFTH AVENUE—El Capitan—8:20.
FOURTEENTH STREET—Sweet Innisearra—8:15.
GARDEN—The Master—8:25.
GARRICK—The Little Minister—8:20.
GRAND OPERA HOUSE—Under the Red Robe—8:00.
HARLEM OPERA HOUSE—The Wedding Day—8:15.
HERALD SQUARE—A Normandy Wedding—8:15.
HOYT'S—Oh! Susannah!—8:30.
IRVING PLACE—Lodge Brethren—8:15.
KNICKERBOCKER—A Virginia Courtship—8:30.
KOSTER & BIAL'S—Refined Variety—Spectacular Ballet—Concert—7:30.
LYCEUM—The Tree of Knowledge—8:15.
MADISON SQUARE GARDEN—Travelers' Fair—8:00.
MANHATTAN—Way Down East—8:15.
PLEASURE PALACE—Vaudeville—1:30 to 11:00.
PROCTOR'S—Vaudeville—12 M. to 11 P. M.
SAM T. JACK'S—Burlesque—2:00 and 8:00.
WALLACK'S—One Summer's Day—8:20.

See Amusement Advertisements—Page 10.

TEN PAGES.

Readers of The New York Times who may at any time be unable to procure copies of this paper at any news stand, ferryhouse, railroad station, or on any railroad train where newspapers are sold, will confer a favor upon the management by sending to this office information of that fact.

THE FATE OF CUBA.

Everything now depends on our soldiers in Cuba to quell the war. It matters little what expeditions are sent out from the United States. Our troops, in spite of them, should be able to extinguish the opposition in two and a half months—before the rainy season. Diplomacy has smoothed all other difficulties. If the war in Cuba does not terminate, it is the fault of our soldiers. If war occurs with the United States it is the fault of a few journalists.—The Imparcial of Madrid.

No war will be brought on by the yellow journalists of America. The people jeer at their lies, and the Government has made them impotent for mischief by publicly branding all their scare news as worthless inventions, their agents being absolutely excluded from access to the only sources from which the facts are to be ascertained. Our Madrid contemporary need give itself no uneasiness about the journalists.

But, on its part, can it give us an equally confident assurance about the pacification of Cuba? The Imparcial itself names a suitable and convenient limit of time—two and a half months. That takes us to the middle of May, the beginning of the rainy season. Will our contemporary advise the Spanish Government to retire from Cuba if its troops have not conquered the opposition by the middle of May?

Why not look the situation in the face? Under three Generals of renown and with forces outnumbering the insurgents, the conflict has been carried on for three years without gaining an inch. Brave men have been killed in battle or murdered in prisons, prisoners have been shot to death, women and children have been starved and slain, and yet the Cubans were never so defiant, so determined, and so desperately resolved to win or die as they are to-day. Spain has not been able to conquer them in the field or to break their spirit by inhuman butchery.

What if one more campaign fails? The Imparcial says it will be the fault of the soldiers if they do not win. After three and one-half years of complete failure, is it not reasonable to conclude that the fault of the soldiers is incurable? If the Spring campaign does not subdue the revolt, the humane, the reasonable, the civilized course, would be to give up the fight and take ship for home.

May heaven forbid that the grave events which have recently produced a state of unaccustomed tension in our relations with Spain should involve the two nations in a war. But it would be sheer blind folly to shut our eyes to the influence which those events must have upon the fate of Cuba. Not even the most cold-blooded student of the political affairs of nations would expect Spain to be permitted to go on mangling the foe she is too feeble to overcome. It is impossible. Congress and probably the mass of our people would have welcomed interference months ago. Twice during the present uprising have we publicly admonished Spain that the conflict must end. If in the past forbearance and temporising have been difficult, will they not now be impossible? Deep grief and anger will not leave the heart of the Nation unmoved. There is a new condition. The old condition cannot be restored.

SOUND ADVICE.

It is a pity that Mr. CROKER did not take occasion to announce sooner his approval of the plan of biennial sessions. It might have saved some of his "friends" in the Senate from opposition to the plan which was neither judicious politics nor intelligent in its relation to New York City.

It is to be noted that Mr. CROKER seizes upon the one point of real importance to the Democrats as a party—the certainty that home rule for this city is much safer with half as many sessions of the Legislature. This is something that ought to "leap to the eyes" of any Democrat. The only reason why those in the Senate should have ignored it, so far as we can see, is that they know what a mass of evil legislation touching the city is already on the statute book and they wish to get that repealed or changed before the biennial plan shall go into effect. But there would be plenty of time to do that in the Legislature of next year should the Democrats have control of it and the Governorship as well. And even if this were not the fact, the gain from the biennial sessions would far outweigh the disadvantage of delay. Indeed, it is by no means certain that a clean sweep by the Democrats next Fall and an attempt at radical change in the statutes relating to New York would not do much more harm than good. Democratic tinkering has not in the past been much more tolerable than Republican tinkering. What the city needs, despite the obvious mistakes, or worse, of the laws it is now working under, is to be let alone. This it needs badly and will continue to need for a long time. Any measure that aids to bring it about should have the energetic support of all intelligent representatives of the city, Democrats or others.

THE MACHINE AND THE PRIMARY.

The importance of primary elections has been very greatly increased by the changes in the general election laws. These have given to the party organization a power that it did not possess before, which the machine managers understand and make the most of. The change of greatest effect is in independent nominations. Under the old system it was always possible, almost up to the eve of election, to organize an independent movement with hope of beating a bad ticket or a bad candidate, and even with a chance of electing a good one. Under the present law, the chances of the regular tickets which are placed on the official ballot as a matter of course, are very much better, and those of any ticket or candidate getting a place by petition only are very much less. In these circumstances almost the only hope of decent results may be in the regular nominations, made through the primaries.

In the view of the New York anti-machine Republicans—they call themselves that for want of a better name, though they know the need of machinery and that good machinery does good and not harm—an effective primary reform law is absolutely the only thing to prevent a hopeless split in their party, with the loss of the State and of the Congressional delegation and the replacement of United States Senator MURPHY by a Democrat who may be no better than he—may, in fact, be himself. They are working very hard and in good faith to accomplish the reform on which they count so much. Some of them see that the general election laws ought also to be changed so as to remove some of the obstacles to independent nominations, but they think that there is no chance whatever of carrying any such measure, and they are concentrating their energies on a primary reform bill. As our readers are aware, they have in this a certain support from Gov. BLACK. We do not pretend to judge how strong or sincere it may be, nor, for that matter, do they. The essential practical fact in the situation is that the Governor cannot hope for a re-election if there shall be a split in the party this Fall. The anti-machine Republicans say that there will be a split unless they get a decent chance at the primaries, and the statement is more than a prediction; it is an open threat.

That clears the situation in one way and confuses it in another. It presents to the machine the alternative of reform or defeat at the polls, and naturally the machine may be expected not to like defeat. But, on the other hand, reform may bring defeat at the primaries and in the conventions, and the machine may on the whole prefer to be beaten at the polls. It would not be the first time that the leaders have deliberately made that choice or taken the risk. A setback at the polls leaves the organization in their hands. An overturn in the organization itself throws them out for the time. This is so important to them that they have not hesitated to give the victory in the elections to the opposite party rather than to the one they professed to support.

Whatever Mr. PLATT and his friends may decide to do when a final decision has to be made, the reformers may be sure of one thing in the meanwhile: The machine will cheat them if it can get the chance. Therefore, the reformers must make up their minds clearly what sort of a measure will give them the results they are after, and then insist upon it without change or concession or compromise. Compromise indeed there cannot be. The machine aims to keep its power. The reformers are working to destroy it. Success for either one will be defeat for the other. It is, to be plain, not a matter for negotiation, but for fight. Conference and discussion are necessary only to make perfectly clear what will really do the business for the reformers—what they want and will unite on. As the case stands, the Union League Club bill seems to fulfill requirements. If it does, its supporters will only get it through the Legislature by force. The machine men know this and are prepared for it. The reformers cannot ignore it or they are lost.

FREE SILVER SHELVED

"While the gold and silver question may provoke contention and discussion, I tell you that the feeling among the great body of the people against the monopolies which are flourishing at the expense of the poor is a very serious matter."—Mr. RICHARD CROKER to the Tammany Hall Executive Committee.

It is always safe politics to jump on the octopus. The people love to see him mishandled, they expect it, and they feel that they haven't got their money's worth if he isn't a mass of bruised flesh and broken bones at the end of the campaign.

Besides, the real octopus, not the imitation monster of the ranting demagogues, but the genuine combination in restraint of trade, like the conspiracy known as the Iron Pipe Trust, which was smashed by the United States Circuit Court of Appeals the other day, is a public enemy which a party of the people ought to assail. Mr. CROKER names coal, gas, and telephones. Some of these may be under the control of an unlawful combination. We are not informed that all or any of them are. But we do know that they are the familiar bogeys of our campaigns, and that nobody will be frightened nor will any panic be precipitated if the Democrats show a united front against oppressive monopolies for the control of these useful articles or any other. Anti-monopoly may be a good enough war cry until after election.

Sixteen to one, on the contrary, is never a good war cry. It is bad, dishonest, wicked, and it will beat the Democrats in the State if they raise it. We are gratified to see that Mr. CROKER sends free silver to the rear.

There is a difference of opinion, we believe, as to who is the leader of the Democratic Party in this State. Many say it is HILL, some think it is CROKER. But when both HILL and CROKER recommend that the free-silver issue be put on the top shelf and allowed to lie there during the campaign, it looks as if the fervent prayers of Senator PLATT and Gov. BLACK that the Democrats may be inspired to make fools of themselves this Fall would remain unanswered.

ARGONAUTS AND KLONDIKERS.

Romanticists and realists alike must have noticed with regret a prevalent disposition to give the name of Argonaut to the men who are in Klondike, or who are trying to get there. Of course, an Argonaut is a man who is a gold seeker, just as much now as he was in the golden days of '49, or in the time of Jason and the Golden Fleece. But the title, originally in our history given to the early migrants to California, is theirs by right of priority; and it would be just as inappropriate for the children of those who fought under the stars and bars in the late civil war to speak of their forebears as "our revolutionary sires" as for the eager gold hunters under the arctic circle to call themselves Argonauts. A certain sense of poetic fitness would be invaded by giving to any other race of men the tribal cognomen bestowed upon the Forty-niners by BRET HARTE. Perhaps those picturesque swashbucklers have thought they named themselves. But they were known by all sorts of titles, rude or otherwise, until, long after the bulk of their procession had passed "over the divide," the apt genius of the poet and novelist gave them the immortal, descriptive appellation of Argonauts. This is one of the little things by which genius asserts itself. The denizens of Murderers' Bar and the outcasts of Poker Flat never once thought of calling themselves Argonauts. As well might the dwellers in ancient Colchis have dated their letters B. C. 1900.

Nothing could more strikingly illustrate the changed material conditions of the world in 1849 and in 1898 than do the exterior circumstances of the gold seekers mark the circumstances of those two periods. The Forty-niners seized upon a rare occasion; they were forced to improvise most of the means of their transportation and subsistence and all of the implements required in their struggle for the gold buried in the earth or hidden in the beds of flowing streams. The Klondikers find everything ready to their hand. In the humble but imperatively needful matter of food for the journey the gold hunter of 1849, whether he sailed the seas or took "the plains across," was restricted to the "three B's"—bacon, beans, and bread; coffee was a luxury not wholly indispensable. Many of these men lived on less than what is indicated in the three letters. In those days, now so goldenly softened by the glamour of romance and distance, canned goods had not been invented. The only suggestions of what might later happen to add to the comfort of the campaigner were boxes of sardines and tins of baking powder. It would be difficult to endue with any considerable degree of romance the bands of adventurers who can carry many years' provisions warranted to keep forever fresh in tins and cases. The Argonauts of Forty-nine, organizing in New England or Middle State villages, or in far western settlements, chartered the square-rigged brigs and ships of the period to carry them to the new El Dorado, or they banded themselves in armed companies to pierce the Cimmerian darkness and face the unknown dangers of the unexplored regions that lay between their homes and the shore of the Pacific. These modern gold seekers rush across the continent at "special rates" on any of the countless railway trains that daily weave their own shuttles betwixt the East and the West. The white-winged fleets of the Argonauts are no more. The crazy Klondikers embark in steam craft of varying degrees of seaworthiness, and even when they strike the sordid terrors of the Skaguay Trail or the Chilkoot Pass there is nothing in their daring the austerity of the frozen North that reminds one of the happy-go-lucky swing of the Argonauts. Although many of them, like many of the old-time voyagers, may have left their country for their country's good, they are still in touch with those they have quitted, and the telegraph wires throb with every day's report of advance, retard, success, or disaster. The Argonaut of Forty-nine plunged at once into the silence and isolation of sea or wilderness.

No; there is no fitness in giving to these modern seekers after gold the romantic and adventurous character of the men who swarmed into California's pastoral valleys and plains and mountain solitudes, converting a virgin land into a populous wilderness. Argonauts they were; Klondikers these are. Montgomery Street, one of the main thoroughfares of San Francisco, once skirted the edge of the old harbor; the modern land making has forced it far into the interior of the city. It is related that BRET HARTE, who was not technically an Argonaut—a Forty-niner—being snubbed by one who arrogated to himself superior virtue for his having reached California "in the Fall of '49 and the Spring of '50," cynically asked, "Are you one of the blanked fools who landed here when the water came up to Montgomery Street?" Forty years hence, when some later NANSEN, rounding the edge of the arctic circle, shall note here and there a cairn and here and there a depression in the snow he will say, "This was Klondike."

The large traffic already obtained by the Brooklyn trolley lines from this end of the bridge seems to have been a surprise to everybody concerned, and has carried consternation to the minds of the Bridge Trustees and, still more, to those of the Brooklyn elevated railroad managers. The latter have as promptly as possible completed a plan which they have long been studying to employ electricity on their roads. The system, if it proves to be what is expected, will not only increase the comfort, attractiveness, and speed of travel on the roads, but will largely add to the carrying capacity. Without seriously adding to the weight of trains or imposing any considerable strain on the present structure, it is believed that the new system will permit trains at least one car longer than now in use, run at about twice the speed, and admitting a headway not more than half that now required, and perhaps not more than one-third that actually in force. This ought at least to double the capacity of the roads, and while the companies cannot compete with the surface cars for the short-distance traffic, which is very profitable, they can offer real advantages for long distances. The history of passenger traffic in cities seems to establish something like a fixed rule, that every substantial improvement makes a paying increase of traffic. The Manhattan Elevated may find before long that the converse is true, and that refusal to make improvements will be costly.

The attempt to assassinate King GEORGE of Greece brings out most strikingly the unpleasant character of the population in which he plies his trade of ruler. The would-be murderers seem to have been very bold, their leader kneeling in the open highway and taking deliberate—though poor—aim at the King, while the others were but half concealed in a ditch at the roadside. In a country where this sort of "politics" prevails it would seem as if the King were extremely foolhardy to be riding unattended by even a small guard. It is a part of the etiquette of the royal profession in modern times to affect confidence in the loyalty of their subjects, even if it is quite impossible to feel it; but in a country torn by such passions as the recent war has bred in Greece the practice is clearly dangerous. The redeeming feature of such incidents is that, so far, they have shown that the kingly class have at least the virtue of physical courage. The figure of King GEORGE standing up to expose his own person to the assassins' bullets in order to shield the Princess is one to compel respect.

Some of the advocates of the Hawaiian job still insist that, even though the treaty shall fail, annexation will be effected at the present session by joint resolution. We do not believe the thing possible. In the first place, with Speaker REED in open opposition, it is highly improbable that the resolution can pass the House. In the next place, the opponents of annexation have determined to push all the appropriation bills steadily ahead and to insist on the right of way that belongs to them, so that by the time the resolution can be brought up in the Senate it will have to face the desire of Congressmen for an adjournment which that alone will hinder. Finally, sober-minded members of Congress feel that the complicated problem presented by the Cuban situation, even if the Maine question shall be disposed of, is quite as much as the Government ought to undertake. The real danger of annexation lay in the early purpose to "jam" it. That has failed, and every day that passes increases the safety of the country from this iniquitous enterprise.

TOPICS OF THE TIMES.

—There is something of humiliation in the fact that laws are needed to prevent American citizens from using the National flag as an advertising medium, but fact it is, and therefore the bill now before Congress, prohibiting this particular expression of sordid vulgarity under threat of heavy penalties, ought to be passed at the first convenient opportunity. The Illinois branches of various patriotic organizations—the Sons of the American Revolution, the Society of Colonial Wars, and the like—have appointed a committee to urge immediate action in the matter, and on Washington's Birthday its Chairman sent out a large number of well-written circulars, asking for aid in bringing influence to bear upon the members of the House and Senate. "The flag of our country," says this appeal, "is the symbol of our National existence, power, and sovereignty. It is the emblem of freedom and equality, and represents the glory of our Republic. It is a reminder of American fortitude, courage, and heroism, of the suffering and sacrifices, on land or sea, which have been endured for the preservation of the country it represents. It is the shield and protection of the citizen abroad and at home, whether native or adopted, and ought to be honored and reverenced by every one who is a lover of our country. It should be held as something sacred, and to deface, disfigure, or otherwise misuse it, is a wrong against our Nation." All these statements are true, or should be, and the help for which the patriots of Illinois are asking will doubtless be given with enthusiasm. It is not necessary to wait for Congress to make that a grave misdemeanor in every State which is already one in not a few of them. Decent people can and do refuse to buy any goods thus advertised, and so, by inflicting a severer punishment than any law will provide, teach the desecrators of our flag a needed lesson.

—If the authorities at Havana were not utterly incapable of changing their methods, and of learning that this is not the sixteenth century or even the seventeenth century, they would not continue to make themselves at once obnoxious and ridiculous by exercising their undoubted right to establish a censorship over news sent by mail and telegraph from the island. For three years now this antiquated system has been in vigorous operation; it has put foreign newspapers to a lot of trouble and no little expense; it has filled all the correspondents with anger and deprived them of what little sympathy for agonizing Spain they may have felt originally; but it has not suppressed one single piece of information, and has not softened one expression of criticism. In other words, this censorship has been much worse than useless to anybody except a few petty Spanish officials who had to be bribed, and to a few high-priced messengers by whom the objectionable dispatches were carried aboard outgoing vessels. The censors have closed one or two of the most convenient channels of communication, but they have had no control over a dozen others, and all the news there was has come through with only inconsequential delay. And still the dismal farce is kept up day after day. This is a phenomenon as enlightening as it is remarkable. It pictures Spain to the life.

—A submarine boat that doesn't begin and end its career by drowning the first crew bold enough to test its capabilities is enough unlike its numberless predecessors to deserve very serious consideration. The Holland boat has risen from the waves, as well as plunged beneath them, and therefore comparatively high hopes are entertained that another conquest of nature has been begun. That is much different from saying "has been accomplished," but it is saying a good deal, and the progress of the present experiments will be awaited with eager and anxious interest in many quarters. If nobody had ever tried to make a boat of this kind, the task would seem to be one which any skilled mechanic with a moderate amount of money at command could perform. Many thus equipped have attacked the problem, however, and hitherto the reward has always been failure, usually immediate, and in not a few cases the failure has been emphasized by death. It may be, too, that even when a practicable submarine boat has been constructed, the navigators thereof will find it harder than they think to do the expected revolutionizing of war and commerce. The underwater world is a dark one, and the blind move slowly and uncertainly.

PERSONAL.

—Many people, yielding to a natural inclination toward gloom and pessimism, have been making the Dreyfus case an excuse for tearful exclamations over the moral state of a world in which crimes like those of which the French Captain has been the victim are perpetrated by a race nominally civilized. Viewed abstractly, the martyrdom of DREYFUS is indeed horrible, but it is far from furnishing proof that society as a whole, or even French society, is in a condition of hopeless degeneracy. On the contrary, in this very episode, atrocious as it is, there can be found convincing evidence that humanity is advancing, steadily and rapidly, and it is the optimist, not the pessimist, that can use DREYFUS as a witness for his theories. Suppose the man had lived 200 or even 100 years ago, and had been subjected to the same cruel injustice for real or fancied reasons of State. Does any one imagine that his wrongs would have sent a wave of angry horror all around the globe? The question answers itself; the ripple of indignation would not have spread beyond the victim's circle of acquaintances, and no foreigner would have thought of commenting upon a matter so inconsequential. Every King and almost every noble exercised, not so long ago, the power of awarding death and imprisonment to all of inferior station, and the sequestration of an unknown Captain would not have moved even his own company to do more than wonder languidly how he had offended the wielders of irresponsible authority. Now, almost unnumbered millions are simply aghast because the rules of legal procedure have been violated, and the Government of a great nation is shaken to its base because one of its citizens, untitled and without influence, has not received a fair trial. Denunciation of the French authorities and of all their unofficial accomplices is fully justified, but to denounce the times is wild lunacy. The times are all right.

—If ever there was a foreigner who should preserve an eloquent and enthusiastic silence about the treatment he received in America, that man is Señor DU PUY DE LOME. He had here, it is true, a most unpleasant and painful experience, but it was the consequence of his own voluntary and deliberate acts, combined with the acts of certain other foreigners for whose conduct the people of the United States have no responsibility whatever. As for the newspapers of this country, a very large majority of them treated him with all possible consideration, recognized cordially the intelligence which he had shown so long in guarding the interests of Spain, and, when necessity arose, expressed something not much unlike sorrow that a grave indiscretion had made his immediate departure imperative. Two or three of the baser journals did treat Señor DE LOME with a severity in which not a little impoliteness was mingled, but so far as can be remembered, they did not lie about him to any appreciable degree. As for the Government, it allowed him to go away as one who had resigned, instead of insisting, as it might, upon his recall. All things considered, Señor DE LOME has no just cause of complaint, and should be angry only with himself. If that feeling is impossible to him, he might at least have the grace to say nothing.

RAILROAD ACCIDENTS.

Written for The New York Times,

By H. G. Prout, Editor of The Railroad Gazette.

A few weeks ago appeared the Inter-State Commerce Commission's statistics of the casualties to persons in railroad accidents in the United States for the year ending June 30, 1896. The total of killed was 6,448; of injured, 38,687. For nine years the average deaths were 6,444 a year; the average injuries were 33,000. At Gettysburg the killed in both armies were 5,500, and the wounded were 26,800. (These are the estimates of the Count of Paris. "The American Cyclopedia" makes them 7,800 killed and 36,700 wounded. The Confederate losses can never be accurately known.) Considering the figures as stated in this bald, unqualified way they are alarming, and the student from Uganda coming to our shores and making no further analysis might properly conclude to see the country on foot or from a bicycle. But without further analysis, these statistics are deceiving.

To most of us the real interest in railroad casualties is as they affect those who travel as passengers. Popular interest in all other classes is in kind the sort of interest that we feel in the poor, or in foreign missions, and in a degree much less. We find, then, that of actual passengers the killed in nine years averaged 288 a year, and the injured averaged 2,600. The passengers killed were only one-twenty-third of all the deaths, and passengers contributed only about one-thirteenth of the injured.

But even this gives an exaggerated notion of the dangers of traveling. Of all the casualties to passengers less than one-half are in train accidents. The other deaths and injuries to passengers occur at highway crossings, (going to and from stations, probably,) at stations, and from "other causes." This last item is large and very vague. It includes those killed and injured while getting on and off moving trains, falling between cars, sticking their heads and arms out of windows, and in other exhibitions of carelessness. Unfortunately the commission does not analyze the casualties to passengers at stations and from "other causes," and from the figures in its report we cannot even guess how many were killed and injured by their own fault. The reports of the Railroad Commissioners of the State of Massachusetts are better digested in this respect, (as in most other respects,) and there we discover that the passengers killed and injured from causes beyond their own control have, for at least ten years, been less than half of the total.

We must remember, further, that of the injuries much the greater part are very slight, a large percentage being so slight that even the "ambulance bar" can find in them no basis for damage suits. We might therefore with considerable reason judge that the railroads are responsible each year for the death of only 142 passengers, and for the injury (more or less seriously) of only 1,300. But let us assume that the railroad officers must reckon on the foolishness and obstinacy of their passengers as among the forces to be guarded against, along with floods and fires, gales and landslides, insubordination and drunkenness, and along with ignorance, indolence, carelessness, and greed, all the way from the blast furnace up through the forge, the rolling mill, and the machine shop, to the finished locomotive. We will assume, then, that the railroads are responsible for all passengers killed and injured, whatever the cause. How successful are they in taking care of the lives of those who travel by rail?

The passengers killed in a year are 283. But the passenger travel in 1896 was 18,049,000,000 miles, or it equaled one passenger traveling that distance. It follows that a man can travel by rail 46,000,000 miles before he is killed. In other words, if he travels night and day at 35 miles an hour he must travel 150 years before he is killed. Doubtless the student from Uganda will be far safer on a railroad train than on a bicycle, but perhaps not quite as safe as if he made his journeys on foot in the civilized parts of our country.

But if the average deaths are 6,444 a year, and the passengers killed are but 283, if the average injuries are 33,000, and the passengers injured are but 2,600, how shall we account for the other 6,161 killed and 30,400 wounded? To save labor and a confusion of figures we shall deal only with the killed henceforward; the lesson will be precisely the same as if we included the wounded also. The employes killed per year in the last nine years were 2,210, and the "other persons" were 3,951.

Of the employes killed last year about 12 per cent. were killed while coupling and uncoupling trains; 25 per cent. by falling from trains and engines; 19 per cent. in train accidents; nearly 10 per cent. from overhead obstructions at highway crossings and at stations, and, finally, 34 per cent. from "other causes." Again, we see that a very large percentage of the deaths is classified so vaguely as to vitiate analyses or deductions. But the small percentage due to train accidents is striking and extremely interesting as suggesting the safety with which trains are run. The total number of employes in the year considered (we are not now dealing with the nine-year averages) was 826,620. These men did an immense amount of traveling, but those killed in train accidents were only 348, and, of course, most of these were in freight train accidents.

Probably the reader will be surprised, too, at the comparatively small number killed while coupling and uncoupling cars (229) after all that he has heard about the perils of this work. It must be remembered, further, that automatic couplers will not save all these lives. Men who have to break up and shift and make up trains must always get into dangerous places, even after they are no longer obliged to go between cars. Running about a busy freight yard at night is risky work, and always will be.

Of the great number killed by falling from trains and engines an important part will be saved when all freight braking is done by air, and the men do not have to run over the top of the train to set the brakes, but it would be useless to try to guess how many of those killed by falling from trains were braking or doing any necessary work. Much of this great mortality was from carelessness. So we must not expect that the 12 per cent. killed in coupling cars and the 25 per cent. who fell from cars and engines, and the 3 per cent. who were killed by overhead obstructions will all be saved when all freight cars have automatic couplers and air brakes. What effect these appliances will have on the other 60 per cent. we cannot even guess.

There still remain 3,951 deaths per year to account for, or 61 per cent. of the whole. These are neither passengers nor employes. That is an astonishing fact. Who are they? We hear but little of them; we seldom think of them unless we have some special interest. Few of them are killed in train accidents—about as many as the passengers so killed. They are picked off one by one all over the country at the rate of about 11 a day the year around. About 544 of them are killed at highway crossings, 366 at stations, and 3,061 from "other causes" not specified. Just what all these other causes are we cannot know precisely, but we have the means of guessing pretty closely. But that requires first a moment's consideration of another feature of this remarkable record.

Of the 3,951 persons other than passengers and employes killed every year (being 61 per cent. of all the deaths) 3,566, or 55 per cent. of the total, or 90 per cent. of the "others" are trespassers. Almost 10 persons are killed every day in the year because they are where they have no right to be. Of these trespassers 141 are killed at highway crossings, 323 at stations, and 2,957 from "other causes." This brings us to our guess, which is that far and away the most deadly of these "other causes" is walking on railroad tracks. The trespassers are run down in small numbers at road crossings, in greater numbers at stations and in yards, but in far greater numbers out on the open road, and this shocking waste of human life is going on, not through the fault of railroad officers, but mostly because of an ignorant and apathetic public opinion. But the discussion of this phase of our subject would lead us far, and it is enough to say now: Never walk on a railroad track. If you do, you run a fair chance of being hit by a locomotive. If you are hit, the chances are just about even that you will be killed.

H. G. PROUT.

THE MAINE DISASTER.

To the Editor of The New York Times:

There is but one way to look at the calamity, as it has passed. Nor can the dead be replaced in life or the gallant ship be restored to her anchorage. It seems to be the consensus of opinion, founded on good judgment, that it was an accident the responsibility for which rests with the United States or upon the Spanish Government. If upon the latter, the proof must be positive, not a conclusion, that it had located in the Harbor of Havana mines or torpedoes that could be exploded at will, and that the Maine was directed to anchor at a buoy pointed out by the Spanish officials, as is rumored to be the case. This would make Spain responsible for all damage, both for lives and property. If Spain had no such appliances in the harbor then the accident must be shouldered by the United States.

If Spain shall be found to be responsible for the accident either from negligence or through the unauthorized act of any one, what is to be done about it? Of course, claim indemnity of Spain for both the lives and property destroyed. But suppose Spain should be unable or unwilling to pay the debt, would it be wise, would it be good judgment, would it be humane to sacrifice the lives of ten or twenty thousand of our innocent citizens, and expend twenty or thirty times more than the debts in probably the hopeless endeavor to collect it by process of war? The ordinary course of collecting a debt is by an execution delivered into the hands of the Sheriff, and he takes into custody such property as he can find belonging to the debtor. The execution against Spain can be put in the hands of the navy as Sheriff, and it can levy on the Island of Cuba at little expense to the Government, and hold it till the money is paid. The final disposition of the island would be made by the Government, about which there is little doubt.

MODERATION.

New York, Feb. 26, 1898.

NUGGETS.

Oft Proved.

Money has wings, as is frequently shown by fliers in the stock market.—Philadelphia Times.

Easy Answer.

Watts—By the way, which is the heavier, a pound of gold or a pound of feathers?

Potts—A pound of gold, of course. It would be easy enough to raise a pound of feathers.—Indianapolis Journal.

Happenings.

"While it may be allowed," said the Cornfed Philosopher, "that it is the unexpected which always happens, yet such does not prevent woman from saying, 'I told you so.'"—Indianapolis Journal.

Couldn't Fool Them.

Committeeman (to public school teacher)—We was thinkin' of puttin' up a nice motto over your desk to encourage the children. How would "Knowledge in wealth" do?

School Teacher—That wouldn't do. The children know how small my salary is.—New York Weekly.

An Undesirable Dog.

"What do you think of the dog?" asked the owner.

The dog fancier merely glanced at him and then shook his head.

"He might do pretty well in the country somewhere or pretty far out in the suburbs," he said, "but he isn't homely enough to ever bring much of a price among the dog owners of the fashionable world."—Chicago Post.

HIS MAJESTY, THE FOOL.

Flora L. Stanfield in Chicago Journal.

To-night we crown Minerva's bird with
headgear of a jester,
And put into his solemn claws a wand,
that he may rule;
And ask your kind indulgence while we
undertake to pester
Your patience with a word about His
Majesty, the Fool.
The wise man has a host of friends to tell
of his successes,
To sound his praises, and to be his mouthpiece or his tool,
To beg for his attention, and to fawn for
his caresses;
I come to plead the cause of him whom
men have dubbed the fool.

The wise man bows at sordid thrones and
venerates the dollar,
The foolish flings away his pence to feed
a starving child,
The wise man is a lackey, with a master's
golden collar,
The fool is free as any bird that flies in
woodland wild.
The wise man sells his honeyed words to
any moneyed buyer,
The jester throws his quips and quirks
upon the happy air;
The wise man dreads the pauper's tear as
children do the fire,
The fool fears no misfortune if the weather be but fair.

'Tis only fools who merit well a flattering
appellation,
For wisdom struts in borrowed gear and
dons deceptive guise;
'Tis fools whose skillful jests in time have
saved a cause or nation,
And in a stern dilemma 'tis the foolish
who are wise.
Who charms away the cares of life with
heavenlike persistence?
Who banishes its discords with a smile
serene and cool?
Who offers to the evil one a laugh which
means resistance?
Who, but the one whom you deride, His
Majesty, the Fool?

Yet, trust me, friends, 'tis not the fool who
bears the lightest burden,
And oftentimes a world of woe may hide
behind his smile;
He bears the banner to the front—another
gains the guerdon;
He furnishes the courage when the winner runs the mile.
He laughs you back to happiness, although
his heart is breaking,
And checks his own repining that your
fevered brain may cool,
And when you find a loving heart that perishes with aching,
You find it in the patient breast of him
you call a fool.

'Tis but an easy thing to be a prodigy of
learning,
To cram into one's hungry brains the wisdom of the schools,
And in distress the weary soul persists in
ever yearning
To banish owlish counselors and fill their
place with fools.
And when we reach that blessed place
which knows no base disguises,
And worth is given credit by the Power
which all men rules,
The ones among that shining host whom
most the Master prizes
May be the ones to whom conceit has
giv'n the name of fools.

What time so cheers the gentle soul as just
this merry season,
When Solomon goes dancing with the
goddess of Misrule?
We laugh at solemn faces and we mock at
sober reason,
"Most witless wight of all is the who
never plays the fool."
Then pass around the loving-cup and ostracize each Nestor,
And crown the glowing embers with a
cheery log of Yule;
Here's to the man who's brave enough to
play the honest jester!
Here's to the hero of to-night, His Majesty, the Fool!

ESCAPE OF KING GEORGE

Thanksgiving Throughout Greece for His Preservation from Assassination.

PRAISE FOR HIS COOLNESS

Te Deum at the Cathedral, Followed by an Ovation to the King at the Palace—Would-Be Assassins at Liberty.

ATHENS, Feb. 27.—There is a great patriotic outburst throughout the country over the escape of King George from assassination yesterday, with thanksgiving services everywhere and demonstrations of every kind. Praise for the King's coolness and bravery in protecting his daughter, the Princess Maria, is on every lip.

All the members of the royal family, the Ministers, and the entire Diplomatic Corps attended the Te Deum at the cathedral to-day, after which an immense crowd went to the palace and gave King George an ovation. Last evening thousands of Athenians inscribed their names in the Book of Kings at the palace.

His Majesty has received telegrams of congratulation from all the sovereigns of Europe. The telegram from Queen Victoria and the Prince and Princess of Wales expresses horror at the attack upon him and gratitude for his escape. The press—even the papers opposed to the royal family—is unanimous in its expressions of indignation.

There is no trace of the miscreants, though several arrests have been made, with the object of obtaining information. The incapacity of the police is making a bad impression. It is said that the name of one assailant is known.

King George himself describes the attempt upon his life exactly as it was first reported. He says:

"When the older man, who was the cooler and the more determined, was about to fire, I felt certain I should not escape. I counted one, two, three, before he fired. The Princess remained perfectly cool throughout. She never spoke, and, after the first shot was fired, she raised her glasses in order to see our assailants. She retained her composure as we drove to the palace."

His Majesty declines to believe that the crime was of Greek origin. No Greek, he says, would lift a hand against him, and if a conspiracy existed it had its origin abroad. He disclaimed credit for personal courage, and said any father would have done the same to protect his daughter. Nor does he feel any alarm for the future. He will continue to drive out without an escort, for, as he said, "political assassination is a thing unknown in Greece."

LORD SALISBURY INDISPOSED.

Confined to His Room at Hatfield House by a Slight Illness.

LONDON, Feb. 27.—Lord Salisbury, the Premier, is confined to his room at Hatfield House by a slight indisposition.

FORMOSA'S GOVERNOR RESIGNS.

Korea Leases Deer Island, Off Fusan, to Russia.

YOKOHAMA, Feb. 27.—The Governor of Formosa, Lieut. Gen. Viscount Nogi Kiten, has resigned, and will be succeeded by Major Gen. Baron Kodama Gontaro, Assistant Minister of War.

It is reported that Korea has leased Deer Island, off Fusan, to Russia.

FREDERICK TENNYSON DEAD.

Brother of the Late Poet Laureate and Himself a Poet.

LONDON, Feb. 27.—Frederick Tennyson, the poet, eldest brother of the late Poet Laureate, Lord Alfred Tennyson, died yesterday.

Frederick Tennyson, who was educated at Eton and Trinity College, Cambridge, early developed the gift for verse, and in 1828 won Sir William Browne's medal for a Greek ode in the Sapphic metre on the subject of Egypt. In his early years he traveled extensively in the Ionian Islands and in Sicily, and he lived for some time at Florence and Pisa. From 1858 to 1895 his home was in the Island of Jersey, but during the last two years he had frequently sojourned at Kensington, London.

Among his best-known publications are "Days and Hours," "Daphne and Other Poems," "The Isles of Greece, (Sappho and Alcaeus,") and "Poems of the Day and Year." The last were published in 1895.

Central American Difficulties.

COLON, Colombia, Feb. 27.—Despite the good offices of Guatemala in sending peace envoys to both Governments, the strained relations between Costa Rica and Nicaragua continue. Telegraphic communication with Costa Rica is again uncertain.

The Steamer Bramble Ashore.

MARYPORT, Feb. 27.—The British steamer Bramble, Capt. Postlewaite, from Porman, Feb. 16, for this port, is ashore near Flimby. Her rudder and propeller are gone and she has apparently been abandoned. The high tides have driven her higher on the beach.

Yuen-Chau to be a Treaty Port.

PEKIN, Feb. 27.—The Government has agreed to open Yuen-Chau, on Lake Tung-ting-tu, as a treaty port, but declines to entertain any proposal tending to the abolition of the likin dues.

IN FOREIGN LANDS.

EMILE ZOLA'S NEXT MOVE.—Just before the trial of M. Zola began in the Seine Assizes Le Siècle published a letter from M. Yves Guyot which intimated that M. Hanotaux, the Minister of Foreign Affairs, could throw some light on the Dreyfus case if he would only speak. M. Hanotaux was also Minister of Foreign Affairs in the Dupuy Cabinet at the time of the condemnation of Dreyfus, and it was said that he strongly advocated an acquittal. A recent number of L'Aurore publishes all that M. Guyot has to say on the subject and at the same time points out the way for M. Zola's next move. Says M. Guyot: "M. Hanotaux, as a man who thinks of the future and of the historians to come, who wished to safeguard his name and preserve it from certain responsibilities, drew up a report of the incidents connected with the Dreyfus case." This report, according to M. Guyot, was deposited in a sealed box in the archives of the Quai d'Orsay. In it will not only be found proofs of the complete innocence of Dreyfus, but also the particulars of the controversy between the Minister of War, Gen. Mercier, and the Foreign Minister, showing that M. Hanotaux did his utmost to prevent proceedings being begun against the artillery officer. An appeal in the form of a petition "in the name of justice" is to be made to urge M. Hanotaux to produce this report and place it before the Ministerial Council.

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THE TRANS-SIBERIAN RAILWAY.—Imperial Railway Commissioner Chilkoff has just made a long report to the Czar concerning the Trans-Siberian Railway. The road will be opened throughout its entire length next Summer, and the journey may then be made from St. Petersburg to Vladivostock in ten days. American rolling stock and locomotives will be chiefly employed. The Russian Commissioner has obtained an interesting result by calculating the actual running time of the various railways and steamship lines east and west around the world, and comes to the conclusion that the globe may, in ordinary times and with present facilities, be circled in thirty-three days. The itinerary is as follows: St. Petersburg to Vladivostock, 10 days; Vladivostock to San Francisco, 10 days; San Francisco to New York, 4½ days; New York to Bremen, 7 days; Bremen to St. Petersburg, 1½ days. But by engaging special trains and the fastest steamers, the tour may be reduced to twenty-eight days, with an allowance of 24 hours for delays. This itinerary is as follows: Moscow to Vladivostock, 149.1 hours; Vladivostock to San Francisco, 270 hours; San Francisco to New York, 73.1 hours; New York to Plymouth, 133.8 hours; Plymouth to London, 3.2 hours; London to Moscow, 38 hours; total, 665.2 hours. It is suggested that when the Trans-Siberian Railway be completed that a commission, including Russian, English, German, French, and American representatives, under the auspices of the Russian Government, make the tour of the world, following the second itinerary.

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"THE CURSE OF FRENCH OFFICIALISM."—Le Siècle lays to "the curse of French officialism" the suicide of M. Maillard, one of the special agents attached to the Gare de Lyons, who was found in the Bois de Vincennes the other day with a couple of bullet wounds in his head. A letter on the body asked that his wife and child should be provided for, while it further stated that M. Mathis was the cause of his death. M. Maillard went to the Gare de Lyons last March. He was an autocratic old officer, and took a particular dislike to M. Mathis, against whom he sent in a report which led to that gentleman's being placed on the retired list. But Mathis demanded an inquiry, with the result that he was reinstated, while M. Maillard was made an "assistant" at the Montparnasse Station, but without a reduction of salary. Le Siècle points out that although the disgrace was only moral and resulted from his own overofficiousness, yet it was sufficient to make the veteran take his life.

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THE KAISER'S NAVAL CIRCULAR.—The naval circular which the Kaiser, anxious to have his warships and maritime personnel augmented, recently presented to the Reichstag contains some interesting figures. It shows a wonderful increase of Germany's foreign trade from 1873 to 1896, and demands that this trade, "which is done principally by German carriers," be adequately protected. The document states that the increase with the United States has been 128 per cent.; with South America, 480 per cent.; with the East Indies, including China and Japan, nearly 500 per cent.; with Australia, 475 per cent.; with Russia, Norway, and Sweden, 119 per cent., and with the rest of Europe, including England, 60 per cent. In 1873 the entries at German ports comprised 94,700 ships, or 12,300,000 tons; in 1895 there were registered in the same ports 133,800 ships, or 30,500,000 tons. Of this increase, 235 per cent. is foreign shipping and 410 per cent. German.

TRADE MARK LAW.

Deceptive Statements of Fact Not Permissible by Custom.

From The London Mail.

In the case in which the director of a trade marks association prosecuted Harrod's Stores for having sold as Dresden china a candelabrum which did not owe its origin to the Saxon capital, Mr. Shiel, the Westminster Magistrate, fined the defendants £20, with 20 guineas costs.

Now that we have the magisterial word for it that the sale of articles which are not manufactured in the places which their trade names suggest constitutes a grave infringement of the law, the position becomes remarkably interesting for the vendors of several hundred other items of merchandise.

Feeling that in the sale of the candelabrum in question no attempt was made to offer the article for anything else than what it really was, the directors of Harrod's are naturally dissatisfied with the verdict. Mr. Richard Burbidge, the general manager of the great Brompton Road establishment, said as much to a Daily Mail representative yesterday.

"We consider the verdict unfair," said Mr. Burbidge, "and I am almost certain that we shall exercise the right of appeal. If you look at this candelabrum (it is an almost exact fac simile of the one we sold) you will find that it bears no mark whatever. We certainly sold the article as Dresden, because that is the word applied throughout the world to china that is treated in the Dresden style. As a matter of fact, that candelabrum was made somewhere in Germany, and was afterward treated ornamentally in Dresden. Now, if we had sold the article as Royal Meissen, we should have been guilty of a serious misrepresentation, but, as a matter of fact, we sold it for what it was, and for what it will always be known as throughout the trade—Dresden china. Such an ornament as that would cost 15s. 6d., but had it been Royal Meissen, £5 would scarcely have bought it, so there cannot possibly be any misunderstanding as to the quality of the goods. Dresden is applied to all china that is treated in the style which originally made the Dresden product famous.

"I am afraid that Mr. Shiel's ruling will have some astounding results if it is to be applied to every article of trade that is coupled with the name of the place from which its mere name would suggest that it hails. What, for instance, shall be done to those who sell as "Brussels" a carpet made in Kidderminster and Axminster, as most Brussels carpets are perfectly well known to be?

"Let me direct your attention to the dreadful fact that venetian blinds do not invariably come from the city of canals, and that windsor soap and German sausage are made in thousands of tons right in the heart of London. Why, we might enumerate instances by the hundred. How many of us have bought Bath buns, bricks, chaps, and olivers that never saw the Somersetshire town? Have you never eaten Bengal chutney that was made in Bermondsey, and what percentage of the world's output of Stilton cheese do you think is made in the little Huntingdonshire village? Not one pound of it, as a matter of fact.

"If you want any more instances take Berlin wool, a thoroughly English product; Nevada silver, one of the manufactures of Birmingham; French cambrics, that come by thousands of yards from Belfast; Osborne biscuits, made and baked at Reading; Abyssinian gold, another Birmingham production; Russia leather, that is just as Russian as Bermondsey can make it; Indian ink, Turkish delight, Jerusalem artichokes, and a hundred other things that I could mention.

"Surely no sane person supposes that in asking for any of these commodities he will get an article that has been made in the very place which the trade term denotes?

"Of course, the very notion is absurd, and it is equally ridiculous when applied to Dresden china. However, we shall test the question once and for all."

WHAT LAWYERS NEED TO KNOW.

An English Examination Paper Which Would Be Useful Here.

From The Pall Mall Gazette.

In view of the rapidly increasing number of cases before the courts in which intimate technical knowledge of millinery details is essential, we respectfully submit the following paper to the Council of Legal Education for inclusion in the next examination for calls to the bar:

1. Distinguish between (a) Juries'-prudence and your wife's, or sister's, when visiting the after-season sale; (b) A remnant and a remainder; (c) Combinations and trades unions; (d) A kilt and the modern bicycling skirt.

2. A's wife is in receipt of £300 per annum as pin money, and her annual expenditure on hats alone is £200. Describe (i.) A's feelings; (ii.) The amounts which should be respectively apportioned to gowns, gloves, shoes, chocolates, repairing bike punctures, &c., out of the remaining £100, so as to make both ends meet.

3. Give a brief account of (a) the silkworm, tracing its career from cocoon till its apotheosis at Hilditch's; (b) the main stays of this country, with special reference to the corset trade. What is a "French cut?" (c) The hats worn by Mrs. Brown-Potter in the "Lady of Lyons," stating approximate price in each case; (d) "Anatomy of the Figures," distinguishing carefully between those of the modiste and your own banking account.

4. Define Sequin, Bolero; cotton foundation, (Bacon's theory;) a duck of a bonnet; taking silk; (County) Court milliner, and a scientific dressmaker. Give examples of the last, if you can.

5. Describe at full length the last extensions in evening trains. Comment shortly on the necessity of catching the last one, when you live in Suburbia.

6. Mrs. B. is twenty-nine inches round the waist. How many yards of serge will she require, under the Habeas Corpus act, for a cycling skirt (double width) and coat of the same material? An action brought on account of an ill-fitting skirt has been described as "a bad hanging case." Explain this.

7. What are the allusions in the following:

(i.) "When I walk in the park with my pretty Louise."

(ii.) The "Forward!" policy of the Shopwalker.

(iii.) "I must be in by 10:30, as I haven't a latch-key."

(iv.) "Winter garments must be lined, So must slender Rosalind."

8. Mrs. A remains in B's shop x hours, and leaves at closing time, having purchased nothing but experience and a packet of hairpins. Can B maintain an action for trespass, or entry under false pretenses, against Mrs. A? If not, why not?

9. Give your views, if you ever have any in the Pit, concerning cart-wheel hats and similar stage obstructions.

N. B.—Special marks will be awarded to those who have attended Judge B—c—n's lectures on "Scientific Dressmaking Made Easy" at the Wh—t—ch—p—l County Court.

RAILWAY COMPARISONS

English and American Trains Critically Discussed.

VIEWS OF A BRITISH TRAVELER

Speed and Punctuality in the United States Highly Praised—Full Justice to Our Engines—How We Manage "Wrecks" on Land.

From The London Times.

The railways of the United States have two main points of interest for the English public. In the first place, we have invested in them—not always wisely—enormous sums of money. There are great systems, like the New York Central and Illinois Central, which are almost English property, while there is hardly a railway, at least outside New England, whose securities are not dealt in on the London Stock Exchange. Further, in everything that makes railway traveling safe, rapid, and convenient America is the only country which can seriously dispute our English primacy; while, for example, English signaling methods and appliances have set the standard for the world, it is to America we owe automatic brakes and sleeping and dining cars. Within the last few years, moreover, there can be no doubt that American railways have improved more and more rapidly than their English rivals. Ten years ago a comparison between English and American express speeds would have been out of the question. But to-day, while the quantity of our fast and very fast trains is still quite unmatched in the States, it must be confessed that the quality of the very fastest American trains is such as we cannot pretend to equal. Perhaps, therefore, a writer who has had, owing to the kindness of American friends, exceptional opportunities of seeing what is being done and hearing what is projected or expected, not, indeed, on the railways of the United States as a whole, but on the important portion of them lying between Boston, Washington, St. Louis, and Chicago, may be allowed to attempt an outline sketch of the present American railway situation as compared and contrasted with that with which we are familiar at home. As money is only invested in railway construction in order that trains may run, and as interest and dividends can only be paid out of train earnings, it seems logical to begin with what is called in the States "operation"—the word might with advantage be adopted here in place of the much less definite phrase "working." Further, among operation questions, speed, which of necessity implies a certain standard of efficiency both of organization and machinery, seems equally naturally to come first. So we will begin with speed.

Typical Routes and Trains Here.

As I have already said, there are, speaking generally, fewer first-class expresses, unless it be between New York and Philadelphia, (90 miles,) than we are accustomed to here, and not a few trains are called express which only run at some 35 or 38 miles an hour. But the best expresses are very good. Between New York and Washington, for instance, the Royal Blue Line does 228 miles in 5 hours, including the steamboat transit across New York harbor. So, too, the New Haven Railroad covers the 232 miles between New York and Boston in 5 hours. With these two performances may fairly be compared Paddington to Torquay, 220 miles, in 4 hours 55 minutes; St. Pancras to Hellifield, 231½ miles, in 4 hours 58 minutes; King's Cross to Darlington, 232¼ miles, in 4 hours 44 minutes; Carlisle to Aberdeen, 240 miles, in 4 hours 58 minutes. Thus far England holds its own. But there are three trains in America against which none that we have here can be fairly matched. Most wonderful of all is the Atlantic City express of the Reading Company, which ran last Summer during the holiday season from Philadelphia to Atlantic City on the New Jersey coast. The distance is 56½ miles, including a mile of steamboat ferry across the Delaware River to Camden, whence the train starts. The time allowed was one hour exactly, out of which eight minutes were allotted to the ferry, leaving 52 for the rail journey. In fact, 8 minutes proved too short, the train never got away on time, and some days it was almost 4 minutes late in leaving. Yet in the whole two months that it ran the train arrived punctually once, and before time on the remaining 51 occasions.

The fastest time for the 55½ miles was 46¾ minutes, equal to 71.2 miles an hour, the slowest 50 minutes, equal to 66.6 miles per hour; the average time was 47 minutes 52½ seconds, equal to, say, 69½ miles an hour. This train I, much to my disappointment, failed to travel by, as it had been taken off some days before I reached Philadelphia. So I consoled myself by a run down on the slow train which had taken up its working and which was drawn by the same engine, a four-cylinder compound with a huge fire-box extending right over the wheels, and built by the Baldwin Locomotive Works specially for this job. I traveled in the engine cab, which was placed in front of the fire-box, resting saddle fashion on the top of the boiler, and timed every mile with a stop watch. From the sixth milepost to the fifty-fourth no mile took more than 60 seconds; the fastest was 48 seconds, (equal to 72 miles per hour,) the average was about 52 seconds or 53 seconds. Start to stop, our time was exactly 53½ minutes. When I got down off the engine, conscious that it was much the fastest run I had ever made, I began to congratulate the "engineer," but, noticing that he did not seem to think there was much to boast of, I drew from my pocket the record of the performances of the veritable "Flier," and then appreciated that a run which I had thought phenomenal was 3½ minutes slower than the slowest time made by the same driver on any day in the two previous months, over seven minutes slower than the fastest time, and more than 5½ minutes slower than the average.

Corresponding Service in England.

The natural service to compare with this is that from London to Brighton. Brighton is more than six times as large as Atlantic City, and London more than four times as populous as Philadelphia. The Brighton service commences, not by a ferry from Charing Cross Pier and a transfer of passengers from boat to train, but direct from the London Bridge terminus; and the Brighton distance is six miles less. Yet the best Brighton express takes sixty-five minutes, as against one hour to Atlantic City. The Brighton Company, it is true, has one heavy gradient of 1 in 100 for two and a half miles outside Newcross, while the New Jersey road is as level throughout as the remaining forty-eight miles of the English route. On the other hand, the Brighton Company has no trouble with level crossings; the Reading train has to run cautiously through and across the streets both out of Camden and into Atlantic City. Moreover, the Brighton express is first class only with a minimum fare of 8s. 6d.; to Atlantic City the fare is $1, or less than half. I should add that the weight of the train by which I traveled was about 200 tons. I have in every case reduced American weights, which are usually given in pounds, to English tons, and the weights which I give are always exclusive of engine and tender. The normal weight of the "Flier" was 156 tons, or, roughly, equal to fifteen ordinary Brighton coaches.

But it would obviously be unfair to cite the Brighton line as typical of English railways. Let us take another comparison. The Empire State Express of the New York Central, which gets its name from the fact that its entire journey is performed within the limits of New York, the "Empire" State, runs the 440 miles from New York to Buffalo in 8¼ hours. There are four intermediate stops. The weight of the train is 175 tons, which is roughly equal to 11 of our East Coast Joint Stock six-wheelers. The East Coast's best train to Perth, a mile and a half further from King's-Cross than Buffalo is from New York, takes 9 hours all but one minute, while the West Coast takes 21 minutes longer again over its 8½ miles longer route. In the matter of gradients it should be said that the American line has probably some slight advantage, though there is a long climb for nine miles out of Albany, starting on a gradient of 1 in 56, which is much worse than anything which the East Coast companies have to deal with. But I confess to thinking that the difference of gradients, such as it is, would make practically no difference if the American engines were set to haul the English trains. The American locomotives are so enormously powerful that moderate gradients produce no apparent slackening of speed. An American Superintendent expects his engines to be able not only to keep but to make up time, however fast they may be booked. To give one instance the Empire State train is allowed 80 minutes for the 68½ miles from Rochester to Buffalo, the last three miles of which are through the streets of Buffalo itself. The day I traveled by it we left Rochester six minutes late, and in spite of a bad check bringing us down to walking pace, at a point where the line was being slewed over, we drew up at Buffalo Station two minutes before time.

On this run I had a good opportunity of satisfying myself that American engines, whether the cause be their more flexible frames, their equalizing levers, or possibly even the more elastic permanent way, do indubitably "ride" more smoothly than our English locomotives. From notes jotted down in the "cab," which I can now read, as I then wrote them, without any difficulty, I see that for twenty-one consecutive miles our speed ranged between seventy and eighty miles an hour; for the whole twenty-one miles our time was 16¾ minutes, or an average of about 75¼ miles an hour. Good as this was, I think the previous run of the same engine, Syracuse to Rochester, 80 1-8 miles in eighty minutes, start to stop, was even more remarkable.

The Critic Finds He Is a "Man," and Gets the Engineer's Visiting Card.

I returned from Buffalo to New York by another famous train, the "Black Diamond" express of the Lehigh Valley Company, one of the so-called "coaler" roads, which serves the anthracite regions of Pennsylvania. It was rather a shock to my English ideas to be presented by the conductor to the driver as "a man who has got leave to come on your engine." But the genial reception of the engineer, who, pulling off his gloves, shook me warmly by the hand and gave me his visiting card, at once consoled me. In this case the time allowed was nine hours and thirty-eight minutes, but the distance is seven and a half miles further than by the New York Central. There are eleven intermediate stops, as against four, and the line, instead of following the level valleys of the Hudson and the Mohawk, has to climb over three summits of 924, 1,141, and 1,759 feet respectively. The weight of the train was 165 tons, except for about 100 miles, during which the addition of an extra Pullman car brought it well over 200 tons. We were five minutes late in starting, and before we had gone very far we were stopped by an axle-box on the Pullman car heating.

The natural result was that we reached Geneva, about 100 miles from Buffalo, 12 minutes late. Thence to Sayre, 78½ miles, we were timed to take 86 minutes, but we covered the distance in 74, and so came in exactly to time. I had timed 20 minutes in different places done at speeds of from 72 to 80 miles an hour. But our misfortunes were not yet at an end. Soon after leaving Sayre we were brought up short by a broken-down freight train, two of whose cars had got off the track and blocked both lines. Evidently American railway men are experts in dealing with "wrecks." It was most interesting to see how quickly a rope was brought, one end of it fastened to the wrecked cars, then the other end run through a snatch-block, made fast to a conveniently adjacent tree, and thence carried to the locomotive. A gentle pull by the engine, and the cars fell over on their sides into the ditch, and our road was clear again; but we were 33 minutes late at our next stopping place. Then we set to work again to recover our lost ground, till finally we reached Jersey City only 15 minutes' late. We had come in the last 77 miles from Easton in 79 minutes, as against 90 minutes allowed in the time book, and we had stopped at two important intermediate stations. Swindon to Paddington is also 77 miles, and an even more level road. But the Great Western trains—and no line in this country runs finer expresses—are allowed 87 minutes for the through run to Paddington, and never less than 110 minutes if they have to call at Didcot and Reading. The real comparison, however, to the "Black Diamond" should be made with the best Midland express to Perth. Like the Midland, the Lehigh Valley has heavier gradients than its rivals; like the Midland, it runs through a district congested with heavy coal and iron traffic; but, unlike the Midland, it has a long stretch of single line. The Midland's distance is 7½ miles further, and there are 17 intermediate stops, as against 11. A handsome allowance for the extra miles and the extra stops would be 45 minutes, but the extra time allowed by the Midland is, in fact, over two hours.

Our Trains Run Even Better Than They Promise.

Admirable as these American trains are on paper, they are yet more admirable in practice from the fact that they run with almost absolute punctuality. Few English railway men will be found to deny that punctuality is the weak point in our services. Everywhere in America I found that, whether by officials, train staff, or by the traveling public, punctuality is taken for granted. And, if I may judge by my own experience after traveling some 6,000 miles, it is so taken with good right. We are told that punctuality in England is more difficult of attainment owing to the crowded condition of our English main lines. With all respect I think the facts are the other way, and that on the whole the attainment of punctuality is a greater feat in America than it would be here. Granted that our main lines have more trains on them than the great American roads, I am sure they have not more traffic. The Midland, for instance, probably brings, on an average, 10,000 tons of coal a day up to London. Under English methods this implies at least twenty-five trains. The Pennsylvania or the New York Central would haul the same load in six or seven trains. On the Pennsylvania, for instance, I counted the cars—not our little trucks, but thirty-ton cars—on three trains which we passed in succession, each hauled by one engine. The first train had 70 loaded cars, the second 67, while the third had 91 empties. Yet I was told that, in order still further to concentrate their traffic into few units, the Pennsylvania has determined to advance from thirty-ton to fifty-ton cars. Our English railways have therefore the natural remedy for congestion of trains to a considerable extent in their own hands.

And then it must be remembered that in America the lines are almost always single. In fact, though the States have 180,000 miles of railway to our 21,000, we have actually more miles of double line than they have. Of course the great trunk lines into New York are double, or even in two or three instances quadruple, but the trunk line is always fed by single lines, hundreds or, it may be, thousands of miles in length. Take as a typical instance the run of the Pennsylvania Limited between New York and Chicago. On its direct route there are nearly 150 miles of single line, and besides that, at Pittsburg the east-bound train picks up cars from St. Louis and from Cincinnati which have traveled over hundreds of miles of single line in order to make the connection.

Difficulties the Roads Contend With.

Even more important than single lines are the stops and slacks. A train shown in "Bradshaw" as running without a stop, say from London to Crewe, does, in fact, run the whole distance at full speed. Between New York and Albany (143 miles) on the Empire State Express there is no booked stop, but we slacked down eight times, and this is a fair sample of what American engines have to contend with. I shall have more to say on the question of level-crossings presently, but here I will just note that when railways run, as American lines mostly do, across and even along the principal streets of important towns, full speed is, even to the American mind, out of the question. Or take another illustration. The best expresses on the New Haven Road, one of the most go-ahead lines in the country, are allowed one and a half hours for the seventy-three miles between New York and New Haven. Having seen with what consummate ease this was accomplished, I said to the President: "Why do you not quicken your timing?" The answer was convincing: "Because there are six drawbridges en route, any or all of which may be open against the train, so that we are bound to leave a good margin." Yet another American disadvantage. To say that their expresses are on the average 50 per cent. heavier than ours would be, I believe, to understate the facts.

Probably the heaviest express in this country is the 2 P. M. corridor train from Euston to Scotland. It weights, I believe, about on the average of 270 tons. For combination of speed and weight I know no American train that can match it. But this train is exceptional, and very frequently has two engines—a thing unknown in America. Certainly, except perhaps on the Northwestern, our average express cannot be said to weigh more than from 120 to 150, or, at the outside, 200 tons. In America 270 tons is still a light train. The Pennsylvania Limited weights fully 350. I traveled in one or two trains, and I saw many more which certainly weighed 400 tons and upward. I have, for instance, a record of four runs with trains averaging over 500 tons each, the speed being 50 miles an hour from start to stop. Now 500 tons in England would mean an ordinary coal train.

On the whole, then, I believe it is true to say, not only that American trains are punctual, but that they are punctual in spite of difficulties even greater than those our railways have to contend with. In my next article I hope to show how this most desirable result is attained.

An Unwilling Patient.

"The doctor would like to see you inside," said the maid to the caller in the reception room.

"Not much!" said the startled patient; "he can't try any X ray on me."—Yonkers Statesman.

WILLIAM M. SINGERLY DEAD

Taken Off Suddenly by Heart Disease While Smoking a Cigar in His Bedroom.

HAD HAD A COLD TEN DAYS

Physicians Say He Had Weakened His Heart by Excessive Smoking—A Successful Business Man Until His Failure in December.

PHILADELPHIA, Feb. 27.—William M. Singerly died suddenly at his residence, 1701 Locust Street, this afternoon. Heart disease was the immediate cause of death.

Mr. Singerly had been suffering for about ten days from a cold, and had remained at home since last Wednesday, although his indisposition appeared in no way serious. While sitting in his bedroom smoking a cigar he was seized with a violent fit of coughing and immediately died. In the room at the time were Mr. Singerly's granddaughter, Miss Mabel Singerly Meredith, and two servants. His son-in-law, James S. McCartney, had left the room only a few minutes before.

The physicians say they frequently had cautioned Mr. Singerly that his heart was weak as a result of excessive smoking, and that of late his habit had been to take "dry smokes." To-day his cigar was lighted, and it is thought that the smoke brought on the coughing spell, the severity of which ruptured a vessel of the heart.

Mr. Singerly was married twice. He leaves one child, Mrs. Elizabeth Singerly Balch, and two grandchildren, Miss Mabel Singerly Meredith and William Singerly McCartney, both children of a daughter now dead, Mrs. Katharine Singerly McCartney. Mrs. Balch is in Europe.

Mr. Singerly was proprietor of The Record Publishing Company, President of the Chestnut Street National Bank, and the Chestnut Savings Fund and Trust Company, which recently collapsed, and President of the Singerly Pulp and Paper Mill. He was a member of the Fairmount Park Commission, and until lately its Treasurer. He also was a Trustee of the Philadelphia Commercial Museum.

MR. SINGERLY'S CAREER.

Man of Large Enterprises Whose Failure in December Astonished Philadelphia.

William Miskey Singerly was born in Philadelphia Dec. 27, 1832. He was a son of Joseph Singerly, who was a pioneer in the building and operation of the street railways of Philadelphia. His education was obtained in the public and high schools of Philadelphia, from which he was graduated in 1850. He went immediately into mercantile work, entering the employ of J. Palmer & Co., commission merchants. He remained with that firm as a clerk for ten years, when, at twenty-eight, he was called to the management of the Germantown Passenger Railway, in which his father was a large stockholder.

His ten years of business training had been thorough and were valuable to him. He realized that the railroad of which he was manager was soon to grow, and he anticipated its enhancement by improving the property. In several years he had acquired absolute control of the road. Upon the death of his father he inherited stock worth $750,000, which he subsequently sold to a syndicate for double that amount.

Enters Journalism.

Mr. Singerly became identified with journalism by purchasing in 1877 The Philadelphia Record, which at that time had a circulation of not over 5,000 copies daily. He perceived the possibilities for a well-managed, bold one-cent morning paper and carried his ideas into successful execution. His radical changes met with popular approval, and the circulation of the paper increased at a phenomenal rate. Despite the fact that its politics opposed that of the dominant party in Philadelphia and Pennsylvania, its popularity grew unchecked. He erected for The Record a building which is remarkable for its completeness of detail.

He also operated large paper and pulp mills, from which all the paper for The Record was furnished, as well as a large amount for other publishers. He also furnished paper for the publication of Government documents by the Public Printer.

Toward the end of the seventies Mr. Singerly conceived the idea of extending Philadelphia's area toward the Northwest. He purchased large tracts of real estate in that direction and erected hundreds of houses. He improved, in all, almost 100 acres, practically creating a new residence portion of the city. He also interested himself in industrial enterprises in that section.

Theatre Owner and Stockman.

Not content with these outlets for his energy, he became a theatre owner, and was successful in that direction. He made the Temple Theatre one of the most attractive places of amusement in the United States. Its interior decorations were a matter of pride to the city. When, however, in 1886, it was burned down at a loss of over $200,000, he relinquished his interest in the stage. At that time he was planning a European trip to obtain ideas from the amusement places of the Continental cities. Two men were killed in the Temple Theatre fire, one of whom was married. Illustrative of his generosity, he at once granted the widow an annuity of $260, payable $5 weekly. The principal, $5,200, will be paid to the children at the death of their mother.

Mr. Singerly was also a successful stock raiser, and his work in the encouragement of raising fine stock will never be forgotten by Pennsylvanians. In 1873 he bought a tract which he called The Record Farm, now famous among all stock raisers. This farm expanded under his personal management until it comprised more than 600 acres. It is valued at over $250,000. He spared neither pains nor expense, and The Record Farm is accounted one of the best stock farms in the entire country. The buildings are numerous, capacious, and built with a view to make them best serve the purposes of their construction. Everything is conducted on economic and scientific principles.

The Sunday concerts in Fairmount Park were inaugurated by Mr. Singerly, and were maintained by the subscriptions of seven citizens, headed by The Record publisher. He also gave to the city a toboggan slide larger than any other in the country, measuring 2,200 feet from start to finish, and having a fall of 132 feet.

His Work as a Banker.

In 1887, upon the retirement of Gov. Pattison from office, Mr. Singerly took an active part in establishing the Chestnut Street National Bank, of which the ex-Governor became the first President. Upon Mr. Pattison being called for a second time to the Governorship, Mr. Singerly succeeded him as President of the bank, and also became President of the Chestnut Street Savings Fund Company.

The Singerly financial institutions failed for over $3,000,000 last December. Mr. Singerly's connection with this failure, explained in the issue of The Record of Dec. 25, 1897, is as follows:

The Record is compelled to make a painful personal announcement this morning. Owing to the financial embarrassment of Mr. William M. Singerly, President of The Record Publishing Company, the Chestnut Street National Bank and the Chestnut Street Trust and Savings Fund Company were obliged to suspend business yesterday. The weight which proved too heavy for Mr. Singerly to carry was his large investment in the Singerly Pulp and Paper Mills at Elkton, Md. The extreme shrinkage in the price of paper and the resulting depreciation in the value of that property were the primary causes of his embarrassment and of the suspension of the bank and trust company with which he had been so closely identified.

An extraordinary effort was made before the announcement of suspension yesterday to tide over the difficulty and Mr. Singerly's friends rallied to his assistance with rare generosity and fidelity; but it was found impracticable to turn the assets at his disposal into a shape to meet immediate requirements.

A complete statement of the condition of the Chestnut Street National Bank will soon be available. It is probable that such arrangements will be perfected as will enable the bank to liquidate its obligations without the necessity or delay of a receivership. In The Record property Mr. Singerly has a valuable asset. The earnings of this journal during the year 1896, in excess of all expenditures, were $310,000. With such a moneymaker to fall back on and with a grim determination to pay every dollar he owes, he hopes to redeem his credit and satisfy his creditors.

Turned Over His Assets.

A few days later Mr. Singerly turned over to the assignees of the bank and trust company all his personal assets, including his interest in The Record, and the assignees entered on a plan for rehabilitating the institutions. They are still engaged in this work.

Mr. Singerly was always an active Democrat. In 1894 he was unanimously made the Democratic candidate for Governor of Pennsylvania and entered with great energy into the canvass, speaking in nearly every county in the State. In all he made over seventy speeches in upholding the cause of Democracy. The natural Republican majority of Pennsylvania was too great to be overcome, however, and his competitor, Gen. Hastings, carried off the prize.

During the last National campaign he supported the Palmer and Buckner ticket, making a number of speeches in its behalf in Pennsylvania, Delaware, and Maryland, and organizing associations in aid of the movement.

DEATH LIST OF A DAY.

Dr. Samuel A. Hills.

Dr. Samuel A. Hills, who was the oldest physician in Harlem, died at his residence, 88 West One Hundred and Twenty-sixth Street, Saturday evening. He was born in 1821 in Connecticut and was graduated from Yale in 1842. In 1846 he moved to Harlem, where he took up the practice of medicine. There were not more than two physicians in Harlem at the time. Dr. Hills retired from active practice fifteen years ago. He was one of the organizers of the Pilgrim Church, which was situated first at One Hundred and Twenty-fifth Street and Second Avenue, but is now situated at Madison Avenue and One Hundred and Twenty-first Street. He was for many years a Deacon in the church, and also at one time Coroner of New York. Five years ago he fell from his carriage at his country residence, in Connecticut, and sustained injuries to which his death is directly attributed. In June, 1848, he married Caroline M. Sutton of this city, who survives him, together with three sons and two daughters. The sons are William P., Charles S., and S. Harrington Hills. One daughter, Josephine A., is unmarried, and the other is Caroline I., wife of T. W. Shotwell of this city. The funeral services will be held at his late residence this evening, and the interment will be in Woodlawn Cemetery.

Capt. Edwin Dyer.

Police Captain Edwin Dyer of the Twelfth Precinct, Brooklyn, died last evening at 6:10 o'clock at his home, 288 McDonough Street. The cause of death was liver trouble. Capt. Dyer had been suffering from illness for several months, but was not so seriously ill as to have to take to his bed until a few days ago. Sergt. George Rogers is temporarily in command of the precinct.

Capt. Dyer was born in the old City of New York on Sept. 19, 1837. He was appointed on the police force under the Metropolitan Police Board system on Feb. 18, 1863, and in 1870 became a Sergeant. While senior Sergeant of the Third Precinct, on April 9, 1892, he was promoted to a Captaincy. He had been in command of the Twelfth Precinct since that time. He leaves a wife and seven children. The funeral arrangements have not yet been made.

Obituary Notes.

Lieut. JOHN O. NICHOLSON, United States Navy, retired, died yesterday in Washington. He was appointed to the Naval Academy at Annapolis in 1864, from Alabama, and was retired in 1896. His wife resides in Annapolis, where the funeral will take place Tuesday. He came from a distinguished family.

JOSEPH KANE, thirty-six years old, a patrolman attached to the West Thirty-seventh Street Police Station, died at his home, 427 West Thirty-fifth Street, yesterday afternoon of pneumonia. He had been ill four days. Kane was appointed to the force on Jan. 6, 1894. He was six feet one inch tall and was recently examined for appointment to the Broadway squad.

Mrs. MATILDA ANNE WHITEHEAD, widow of Dr. Coburn Whitehead of Philadelphia, died yesterday at the residence of her son, Gerrard Irvine Whitehead, 12 West Eighteenth Street, at the age of eighty-six years. Her husband, who was a well-known physician of Philadelphia at the time of his death, died forty years ago. Mrs. Whitehead was the daughter of Hood Irvine, Esq., of Newton Stewart, County Tyrone, Ireland. She is survived by four children, Capt. William Whitehead, United States Navy; Major Coburn Whitehead, who was in the army during the war; Mrs. Francis Ingram Palmer, and Gerrard I. Whitehead. Funeral services will be held to-morrow at the Church of St. James the Less in Philadelphia.

CHARLES A. THIEMAN DEAD.

Falls Lifeless on the Platform of a Lodge Hall in Chicago.

CHICAGO, Feb. 27.—Charles A. Thieman, Grand President of the Arbeiter Stutzung Verein—Workingmen's Mutual Aid Society—dropped dead to-day in the lodge hall.

He had just finished the work of installing officers. More than 300 persons were in the room. Mr. Thieman advanced to the front of the platform in concluding his address, and as the last words were pronounced, he pitched forward dead. Several women fainted, and a panic was narrowly averted.

Mr. Thieman was fifty-two years old, and was well known among German workingmen.

Hyams—Kornfeld.

Miss Ottillie Kornfeld, the daughter of Charles Kornfeld, was married yesterday afternoon to Henry G. Hyams at the residence of her father, 147 East Seventy-second Street, Rabbi Vidaver officiating. The bride wore white bengaline silk, and was attended by the Misses Rose and Eva Kornfeld, Clarice Spero, and Dora Hyams. A. E. Kornfeld was best man. After the ceremony an elaborate breakfast was served. Among those present were Mr. and Mrs. Julius Kornfeld, Mr. and Mrs. Oscar Kornfeld, Mr. and Mrs. Henry Kornfeld, Mr. and Mrs. Emil Kornfeld, Mr. and Mrs. Edward J. Kornfeld, Mr. and Mrs. Alfred Kornfeld, Mr. and Mrs. J. Goldberg, Mr. and Mrs. Samuel Cohen, Mr. and Mrs. David Spero, Mr. and Mrs. Joseph Stern, Mr. and Mrs. Alfred Schlesinger, Mr. and Mrs. Joseph Eisenberg, Mr. and Mrs. Max Neisner, and Mr. and Mrs. N. Kaufman. Many messages of congratulation were received by the bride, among them one from her uncle, Prof. Korani, physician to the Emperor of Austria.

WHITE AND BLACK PEPPER.

They Grow on the Same Bush and Have Done Much in Making History from Remote Times.

From The Philadelphia Ledger.

Superintendent Miller had heard that there was a pepper plant in the collection in Horticultural Hall, in Fairmount Park, and finally found it hidden from view by a group of cacti. "This," he said, "is the Piper nigrum, which furnishes us with that culinary requisite, the ordinary black and white pepper. Few of those who now purchase it for a few cents per pound realize the enormous value that was formerly set upon it, and the very great influence which the desire for regular and plentiful supplies of it exerted on the history of mankind." Neither flower nor fruit is to be seen on the shrub in the conservatory, nor does it appear to be in good condition. "At home," Dr. Miller continued, "it bears broadly ovate five to seven nerved stalked leaves. In its native forests of Travancore and Malabar, in India, it is a perennial climbing shrub, growing to a height of twenty or thirty feet. Both black and white pepper are produced by the same plant, the former being the unripe berry-like fruit, and the latter the fully matured berries when freed from the dark outer layer of pericarp.

"The word pepper is derived from the Sanskrit name for one variety of it, pippali, the change of 'l' into 'r' having been made by the Persians, whose ancient alphabet contained no 'l.'

SPECIAL NOTICES.

BANGS & CO., 91 and 93 Fifth Ave.,
WILL SELL AT AUCTION
TUESDAY and WEDNESDAY afternoons at 3 o'clock, a collection of STANDARD SCARCE and ILLUSTRATED BOOKS, comprising many choice works from several departments of literature.
THURSDAY and FRIDAY, at 3 P. M.
A collection of Valuable and Scarce Books from Private Libraries, comprising Choice and Limited Editions of Standard and Desirable Works, also Autograph Letters, Play Bills, etc., etc.

BUSINESS NOTICES.

Dorflinger's American Cut Glass.
Some new and exclusive lines of table service.
No. 915 Broadway and No. 36 Murray St., N. Y.

DIED.

HILLS.—On Saturday, Feb. 26, Dr. Samuel A. Hills, in the 77th year of his age.
Funeral services will be held at his late residence, No. 88 West 126th St., on Monday evening, Feb. 28, at 8 o'clock. Interment at convenience of the family.

HOLDER.—Suddenly, on Feb. 25, near Way Cross, Ga., Arabella P., wife of Frank T. Holder of Yonkers, N. Y.
Funeral service on Monday, Feb. 28, 1898, at 2 P. M., at residence, 40 Locust Hill Av., Yonkers. Interment private.

KOBBE.—After a short illness, Emma, beloved wife of Benjamin F. Kobbe.
Funeral services will be held on Monday, 28th inst., at Church of the Beloved Disciple, 89th Street, corner Madison Avenue, at 10:30 A. M.

WHITEHEAD.—Sunday, Feb. 27, 1898, at her residence, 12 West 18th St., New York, Matilda Anne, widow of Coburn Whitehead, M. D., of Philadelphia and daughter of the late Hood Irvine, Esq., of Newton Stewart, County Tyrone, Ireland.
Funeral at St. James the Less, Philadelphia.

WILLIAMS.—On Friday, Feb. 25, at Yonkers, Catherine Williams, in the 87th year of her age.
Funeral services from the residence of her niece, Mrs. Elizabeth S. Jackson, 10 Highland Place, Yonkers, on Monday morning, Feb. 28, at 10 o'clock. Interment at the convenience of the family.

WOODLAWN CEMETERY.
Woodlawn Station, (24th Ward,) Harlem Railroad. Office, No. 20 East 23d St.

DEATHS REPORTED FEB. 27.

Manhattan and Bronx.

Ages of one year or under are put down one year.

Name and Address.	Age in Y'rs.	Date Dth. Feb.
ATKINS, Thomas, 1,040 3d Av	20	26
ALLEN, David H., 328 W. 64th St	30	26
BUCKS, Catharine B., 339 E. 52d St.	94	25
BRENNAN, John, 71 Henry St	52	26
BEINEIX, Laurence R., 177 W. 94th.	5	25
CAFFALL, Robert M., 477 W. 143d.	62	24
CRAPP, Frederick J., 327 W. 21st St.	25	24
DICKINSON, Edward, Brooklyn	73	26
DOANE, Mary E., 301 W. 51st St	42	25
DOCKERY, Thomas P., Mills Hotel	65	26
DOYLE, Kate, 163½ W. 102d St	16	25
DALEY, Peter, 444 W. 56th St	22	26
FITZPATRICK, Mary, 668 Water St	42	25
FERGUSON, J. R., St. Luke's Hos.	63	26
FLEMING, Mary, 274 Spring St	36	25
GRIECO, Filomena, 7 Elizabeth St	4	27
GALLAUDET, James H., 745 9th Av	42	24
GUYNAN, John, 167 E. 102d St	27	24
GRUBERT, Margaret, 522 W. 50th St.	9	26
GALLAGHER, H., 154 W. Houston	35	26
GOTTLIEB, Abe, 328 E. 4th St	9	25
HENCHAN, Mary, 675 11th Av	54	26
HYER, Mary, 82 W. 91st St	32	25
HOWELL, Lilly C., 108 W. 124th St.	89	25
KESSLER, Frederick J., 315 E. 92d.	1	26
KELLY, Robert, 354 Bowery	38	26
KUSTER, Herman, 34 Clinton Place	48	26
KRUMMENAUER, Chas., 321 E. 9th.	89	25
LANG, Emily, 313 W. 38th St	4	26
LAZARUS, Fanny, 238 E. 105th St	17	25
LAVENDURE, Victor J., 96 White St.	41	25
LOBEJAGER, Fritz, 1,029 1st Av	51	25
MATE, Jenny, 96 Stanton St	1	26
McKEEVA, James, 401 E. 65th St	8	26
McFARLAND, Sarah, 119 E. 46th St.	71	26
NICOLLETTA, Martin, Hoboken, N. J.	45	25
NEWMAN, Joseph, 414 E. 9th St	4	26
O'CONNOR, Mary E., 894 8th Av	50	26
O'CONNOR, R., 2,121 Amsterdam Av.	43	26
ORZO, Anna, 357 W. 25th St	6	26
O'DOWD, Margaret, 509 W. 51st St	55	25
PAGE, Edith, 434 W. 48th St	1	26
PAGLINGHI, Giuseppe, 14 Baxter St	1	26
PICKETT, Margaret, 130 E. 50th St	80	25
RIVENTO, Francesco, 44 Baxter St	2	25
ROSENTHAL, Ike, 72 Lewis St	2	25
REPPEN, Albert, Montefiore Home	29	26
RYAN, Rose, 462 Washington St	55	26
SHEPPARD, Annie, 544 W. 54th St.	3	26
SCHIFFEL, Anna, 1,773 1st Av	16	25
SCORMUZZI, Luigi, 227 Mott St	50	25
SANDBERG, H., Montefiore Home	24	25
SACHS, Wolfgang, 500 E. 18th St	5	25
SALLWAY, Frederick, 791 11th Av	34	26
TAYLOR, Ebenezer, 132 W. 19th St	54	26
THROU, Issac, 65 Canal St	65	25
UEKER, Amelia, Manh. State Hosp.	42	25
WAGNER, Conrad, 687 1st Av	56	26
WALLUM, John, 108 E. 8th St	40	25
WEIDEMANN, Auguste, 234 E. 83d.	68	25
WANDERER, Julia, 101 W. 70th St	60	25
WILSON, Lucy G., 309 W. 113th St	51	26
WITTE, Elvira, 530 E. 85th St	17	26
ZEITLIN, John, 48 Eldridge St	21	26

Brooklyn.

Name and Address.	Age in Y'rs.	Date Dth. Feb.
BARTSCH, Charles, 621 Essex St	70	25
BUCKINGHAM, Harold A., 425 3d St.	8	26
BOCK, Annie, 114 Belmont Av	1	26
CLEIN, Minnie, 447 Rockaway Av	5	26
COX, Allen, 116 Pierrepont St	89	26
DAVIS, James F., 99 Gwinnett St	62	26
DONOVAN, Richard, 288 Wythe Av	52	26
DAVEY, Arthur R., 224 Reid Av	1	26
FULLER, Mary W., 376 Bergen St	67	26
FAUSLER, Paulina, 404 Jefferson St	36	26
FRENTZEL, Agta, 76 Bartlett St	1	26
GALT, Robert L., 95 Utica Av	22	26
GENOVESE, Phillipo, 175 Boerum St.	1	26
GOLDBERG, Zette, 91 Monroe St	1	27
HESSE, Caroline, 46 Butler St	75	26
HOLMES, Gladus, 137 Prince St	4	24
HOOK, William, 70 Gerry St	4	26
KRAFT, Della T., E. 94th St. and Avenue L	2	26
KLEBECH, Gustavus J., 217 18th St	35	25
KRAMER, Clara, 185 Nassau St	48	26
KEMMER, Ignatz, N. 8th and Berry	18	22
LANGER, George, 379 S. 2d St	1	25
MEAD, Christina, 177 Court St	1	24
McCLOSKEY, Frances M., 100 Court	8	26
McCUSKER, Francis, 761 Jefferson Av	4	26
NEURSCHOFFER, Flora, 543 Evergreen Av	1	25
O'CONNELL, Agnes, 581 Court St	20	24
PASQUALE, Georgiana, 22 Navy St	1	25
PAUNEILLI, Rosa, 16 N. Portland Av	1	25
PEINER, Charles, 250 Ten Eyck St	1	25
SCHUBERT, Sophie W., 122 George St	4	25
SCHOLL, Adam J., 1,061 Flushing Av	3	26
STENGER, Henry J., 778 Grand St	18	25
SWISSKY, Rosie, 564 3d Av	1	25
SCHOLES, Elizabeth, 575 Bedford Av	65	26
TOPSKY, Henrietta, 10 Legrange St	53	26
TOY, Dennis, 102 Front St	56	25
TRIPP, Katie, 61 Throop Av	27	24
VOORHES, Rebecca J., 485 Carlton Av	60	26
VON BRAUN, Walter, 364 Baltic St	10	26
WEILERT, W., 447 Miller Av	60	25
WILLIAMS, W. McK., 18 Bancroft Place	1	25
WILDSMITH, J. P., 492 Lorimer St	48	26
WARD, John, 560 Greene Av	77	26
WILLIAMS, Elizabeth, 74 C'mbia St.	44	26

NEW PUBLICATIONS.

The Blowing Up OF THE Battleship Maine.
Spain and the United States.
The Rush to the Klondike.
100,000 Prospectors this Year—Is there Room for Them?—With 30 Illustrations. By S. S. BUSH, President of the Railroad Building over Chilkoot Pass.
The Zola-Dreyfus Affair.
Interviews with Zola, Nordau, and Drumont. Another St. Bartholomew's Day?
The Prevention of Lynching.
The Problem in the Southern States. By EDWARD L. PELL, D. D.
Silver in the Next Campaign.
The March "REVIEW OF REVIEWS" contains fifty other timely articles, with many pictures.
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FINANCIAL.

LA FAYETTE GAS COMPANY.
FORT WAYNE GAS COMPANY.
OHIO AND INDIANA GAS COMPANY.
LOGANSPORT AND WABASH VALLEY GAS COMPANY.
INDIANA NATURAL AND ILLUMINATING GAS COMPANY.

At meetings of Directors of the first four Companies above mentioned, held on February 19th, 1898, the Treasurer was authorized to purchase in the open market, for redemption and cancellation, $10,000, par value, of the Mortgage Bonds of the La Fayette Gas Company, and $15,000, par value, of the Mortgage Bonds of each of the said other three Companies, at the lowest price at which the said Bonds might be offered for sale. Offers to sell the whole or any part of the said Bonds will accordingly be received by the undersigned, at 45 Broadway, New York City, Room 96, at any time prior to March 8th, 1898. In case of several offers at the same price, the right to apportion or reject the same is reserved.

Out of $180,000, par value, of Bonds of the Indiana Natural and Illuminating Gas Company, held in its treasury for betterments, $100,000, par value, have been canceled, by order of the Board of Directors. A. B. PROAL, Treasurer.
New York, Feb. 21st, 1898.

CHICAGO AND NORTHWESTERN RAILWAY COMPANY.
DRAWN BONDS.

Interest ceased on February 1st, 1898, upon the following "SINKING FUND BONDS OF 1879," drawn for the sinking fund on January 31st, at 105 and accrued interest, and holders are requested to surrender the same to THE FARMERS' LOAN AND TRUST COMPANY, TRUSTEE, at No. 20 William Street, New York, and receive payment; the drawn bonds carry four months' interest, making 106 2-3 for the Five Per Cents and 107 for the Six Per Cents, viz.:

5 PER CENT. COUPON BONDS.
Nos. 0068, 0100, 0106, 0663, 1806, 2559, 2720, 3097, 3251, 3561, 3684, 3729, 3846, 3871, 3963, 5284, 5313, 5975, 6001, 6002, 6028.

6 PER CENT. COUPON BONDS.
Nos. 835, 973, 1989, 2311, 3020, 3556, 3584, 3618, 3916, 3924.

REGISTERED BONDS HAVING $1,000 DRAWN FROM EACH BOND.
5 Per Cent. $1,000 bonds, Nos. 0166, 0230, 0251.
6 Per Cent. $5,000 bonds, Nos. 0160, 0181.
6 Per Cent. $10,000 bonds, No. 0725.
CHICAGO AND NORTHWESTERN RAILWAY COMPANY.
By M. L. SYKES, Treasurer.
NEW YORK, February 25th, 1898.

Cincinnati, November 1st, 1897.
THE UNDERSIGNED SINKING FUND COMMISSIONERS, under the C., I., St. L. & C. consolidated 6 per cent. mortgage, hereby certify that we have this day made a drawing of bonds to be applied to Sinking Fund account of November 1, 1897, in accordance with provisions of mortgage, and that bonds bearing numbers as follows, viz.: 337, 471, 177, 221, 650, 297, 375, have been drawn for such purpose and that interest on said bonds shall cease from and after the first day of May, 1898, and the bonds taken up at 105 per cent. and accrued interest to said date.
HERVEY BATES,
GEORGE T. BLISS,
M. E. INGALLS,
Sinking Fund Commissioners.

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MEETINGS AND ELECTIONS.

Second Avenue Railroad Company.
IN THE CITY OF NEW YORK.
Notice is hereby given that a Special Meeting of the Stockholders of the Second Avenue Railroad Company will be held at the office of the Company in the Cable Building, No. 621 Broadway, New York City, on Friday, the 18th day of March, 1898, at 2:30 o'clock in the afternoon, for the purpose of approving and authorizing a lease of the street surface railroad of the Second Avenue Railroad Company in the City of New York, and the appurtenances connected therewith, to the Metropolitan Street Railway Company.
Dated New York, February 9th, 1898.
By order of the Board of Directors.
H. E. DOREMUS, Secretary.

Metropolitan Street Railway Company.
Notice is hereby given that a Special Meeting of the Stockholders of the Metropolitan Street Railway Company will be held at the office of the Company in the Cable Building, No. 621 Broadway, New York City, on Friday, the 18th day of March, 1898, at 3 o'clock in the afternoon, for the purpose of approving and authorizing a lease of the street surface railroad of the Second Avenue Railroad Company in the City of New York, and the appurtenances connected therewith, to the Metropolitan Street Railway Company.
Dated New York, February 9th, 1898.
By order of the Board of Directors.
CHARLES E. WARREN, Secretary.

NOTICE IS HEREBY GIVEN THAT AN ADjourned annual meeting of the stockholders of the Nicaragua Company will be held on THURSDAY, March 10, 1898, at twelve o'clock noon, at the office of the company, Nos. 54 and 56 Broad Street, in the City of New York, for the election of Directors and the transaction of such business as may properly come before the meeting. By order of the Stockholders' Meeting.
FREDERICK F. THOMPSON, Chairman.
THOMAS B. ATKINS, Secretary.
Dated New York, February 21st, 1898.

THE ANNUAL MEETING OF STOCKHOLDERS of The Commercial Cable Company for election of Directors and such other business as may properly be presented will be held at the company's offices, No. 253 Broadway, New York City, on the 7th day of March, 1898, at 2 o'clock P. M. The transfer books will close February 24, 1898, and reopen March 8, 1898. ALBERT BECK,
Dated February 4, 1898. Secretary.

Chicago Railway Terminal Elevator Co.
The annual meeting of the shareholders of this company will be held at its office, 36 Wall Street, New York, on the 14th of March, 1898, at twelve o'clock noon. FRANCIS N. WHITNEY,
February 10, 1898. Asst. Secretary.

FINANCIAL ANNOUNCEMENT.

The quarterly statements of the following banks will be found in another column: Importers and Traders' National Bank of New York, National Banking Association; Garfield National, The American Exchange National Bank, National Park, Central National, and Continental National.

THE FINANCIAL MARKETS

During the week just ended Wall Street had what practically amounted to a panic. Out of the 168 stocks dealt in on the New York Stock Exchange, 99 scored a net change of over 1 per cent. Of these, three advanced, while ninety-six declined. For the time being the outcome of the investigation of the causes of the Maine disaster have completely overshadowed every other factor in the situation. Good railroad earnings and improving business are not considered, Wall Street's whole attention being absorbed by the war rumors. The gossip on all stocks is tinged with that bearishness which the apprehension of serious trouble with Spain has created, and even in the most sanguine quarters bullish predictions are modified by such phrases as "when this war scare has died away" and "as soon as the Spanish trouble is settled."

***

Sugar Trust.

As is always the case in a market like that of the present, Sugar Trust is a great favorite with the professional traders, as well as with those "outsiders" who have no theories against selling stocks short. Recently these bears have been helped considerably by the inside selling of Sugar Trust which has been steadily going on. Undoubtedly much of the selling that made Sugar Trust so weak last week was for the short account, but there was also a great deal of liquidation of the stock by people having knowledge of the Trust's plans for its campaign against competitors. Much short stock was covered on Friday and Saturday, but the selling of this character continued up to the end of the week.

Local Traction Stocks.

The politicians who had such handsome paper profits on Manhattan Elevated and Metropolitan Street Railway, and who figured on getting 135 for the former and 200 for the latter, are at present very hard hit. Many of them have had their profits wiped out, their margins exhausted, and their stocks arbitrarily sold. Others—some of the more important ones—who bought their stocks at a lower level have been able to hold on. The political long interest in the two stocks has not been eliminated, but it is very likely to be should they have further declines. Neither stock has had any support during the past week except that furnished by the shorts.

Grangers.

St. Paul has been one of the strongest stocks on the list. It suffered comparatively little in the general smashes early last week. All through the weakness, up to the time the low point was reached, on Thursday, there was confident buying of the stock by Standard Oil interests, evidently bent on acquiring a line of it. Buying of the same sort has been apparent in Burlington and Rock Island, and of the latter Wall Street houses identified with the management were also purchasers. But out-of-town centres, notably Boston and Chicago, were heavy sellers of these two stocks, and they suffered more than St. Paul.

The Vanderbilts.

Important interests were large buyers of New York Central last week, and of Northwest on a smaller scale. Vanderbilt houses are talking bullishly on both stocks, predicting higher prices "when the market settles." At the moment, however, they are not advising purchases, counseling caution as long as the sensational war talk is to be heard. It is stated upon good authority that within a short time the dividend rates of the Vanderbilt Western lines are to be increased.

People's Gas.

Chicago has been the source of much bearish talk on People's Gas and also the source of much of the recent selling of the stock. The Chicago selling has been for both accounts, and although not aggressive, it has been steady and continuous. Insiders insist that there is no reason for the bearish talk on the stock, and apparently they have been supporting it of late. They attach no significance to the fact that certificates in the names of Chicago people have been recently delivered in Wall Street—a fact of which the bears on People's Gas are endeavoring to make much.

Consolidated Gas.

Republican political interests continue to figure in the sales of Consolidated Gas, apparently being in no wise frightened by the whipping received by their Tammany brethren who have been toying with Manhattan and Metropolitan. The Republican politicians know just how it feels to meet defeat in Wall Street, but this time, as usual, they are very confident of victory and profits in their Consolidated Gas speculation, claiming that their as yet unplayed dollar-gas card is sure to prove a trump.

Western Union.

Although showing notable firmness for some time past, Western Union dropped off quickly last week. It was understood that the selling was the liquidation of long stock recently bought for speculation. There is but little gossip regarding the stock, but insiders state that earnings are steadily increasing, and that the company's next statement will be much better than is now looked for.

Tobacco.

Much attention has been paid to Tobacco Trust of late, the stock's persistent firmness in the face of the generally weak market having been a matter of much comment. The room traders apparently have been afraid of the stock and have passed it by in their raids. The buying during the past few weeks is said to have been for inside interests, although but little of it has been done by the brokers usually employed by them.

Northern Pacifics.

The Northern Pacifics suffered in common with the rest of the market last week. Commission houses were large sellers of both stocks, apparently for the accounts of slim-margined clients. The traders vigorously pounded the preferred, theorizing that after its recent advance the stock should be one of the most vulnerable on the list. On the decline, however, interests close to the Northern Pacific management were steady purchasers. London also took round lots of both stocks. Northern Pacific insiders continue confidently bullish on their securities, and they are advising friends that in this slump the Northern Pacifics are among the greatest bargains.

Union Pacific.

According to gossip which seems to come from good sources announcements of new and important acquisitions by the Union Pacific are shortly to be made. Insiders have been large buyers of late of the stocks of several properties which were formerly a part of the Union Pacific system, notably Union Pacific, Denver and Gulf. In the decline last week, reorganization interests and London were the largest purchasers of the Union Pacific stocks.

Cramps' Shipyard.

Out on the curb on Saturday Cramps' Shipyard stock, which for several months has been lying dormant, suddenly spurted up a dozen points—a natural outcome of the talk of war and of the new battleships to be built by the Government in that event.

THE MANCHESTER MARKET.

MANCHESTER, Feb. 27.—The market last Monday was dull, but ever since has been active and advancing in all directions. Many of the manufacturers are unable to take new business at less than five months ahead, and there are numerous instances where goods are selling at the same price as last year, with middling cotton at 4d. and yarns very firm.

There is a good trade for home use and export. The chief customers this week have been India, China, Japan, and South America. The home trade is reviving a little, and yarns are generally ⅛d. dearer. There was much business left undone on Friday. Germany reports a fair business done at a slight advance. The French market was quiet, yarns being slow and the prices unchanged.

ON THE LONDON EXCHANGE.

LONDON, Feb. 27.—In the absence of Government disbursements, last week's money market lacked supplies, and rates were well maintained. The American demand for gold is not expected here to be important. The conclusion of the Chinese loan, however, is bound to cause a certain stringency in the market, although only a small percentage of the loan is likely to leave the country, since both China and Japan owe large sums here.

The Stock Exchange had an uncomfortable week, owing to the collapse in American railways catching the weak bulls. Many defaulters were expected, but this outcome has been apparently averted, though assistance had to be offered in some cases. Wall Street advices were mainly responsible for the condition of the market here, which on Thursday closely resembled a panic. The forced realizations by the weak bulls, however, cleared the air, and the feeling since has been distinctly improved. Buyers are waiting now to take advantage of the recent slump, and any good news of the Spanish imbroglio undoubtedly would have a prompt effect in London.

The only railway shares that showed an increase were Erie and Lake Shore and Michigan Southern. The decreases include Union Pacific preferred, which fell 4½ points; Norfolk and Western preferred, which fell 2¾ points; Philadelphia and Reading firsts, Northern Pacific preferred, New York Central and Hudson River, Louisville and Nashville, and Missouri, Kansas and Texas seconds, which fell 2½ points each; Atchison, Topeka and Santa Fé adjustment, 2¼; Union Pacific, 1⅞; Chicago, Milwaukee and St. Paul and Illinois Central, which fell 1½ points each, and Atchison, Topeka and Santa Fé preferred and Erie general, which fell 1¼ points each.

Canadian Pacific and Grand Trunk shares had an average fall of 1½ points, and in South American railroads there was a general decrease.

The foreign market closed higher after an irregular week. Chinese securities rose on the news that the inland ports would be opened, and Chileans recovered 1 point. Spanish securities, on the other hand, showed a net decrease of ⅞.

English railways have risen generally.

Among the miscellaneous securities the Hongkong and Shanghai Bank shares have risen to 45 on securing half the Chinese loan, and Russian petroleum shares have reached 21, in view of the reported profits of £250,000 in four months.

THE COMMERCIAL WORLD

CASH PRICES FOR STAPLES.

Wheat, No. 2 red	$1.05⅝
Corn, No. 2 mixed	.36⅝
Oats, No. 2 mixed	.31
Flour, Minnesota patents	5.45
Cotton, middling	.6 5-16
Coffee, No. 7 Rio	.06¼
Sugar, granulated	.05¼
Molasses, O. K. prime	.30
Beef, family	11.50
Beef hams	22.50
Tallow, prime	.03⅝
Pork, mess	10.85
Hogs, dressed, 160 lb	.05½
Lard, prime	5.45
Butter, creamery, Western	.20½
Iron, Northern, No. 1 foundry	11.75
Copper, lake ingot	11.70
Tin	14.15
Lead	3.80
Spelter	4.20

CHICAGO, Feb. 26.—Flour dull; Winter patents, $4.80@$5; straights, $4.30@$4.60; Spring specials, $5.40@$5.50; Spring patents, $4.70@$5.10; straights, $4.40@$4.60; bakers', $3.60@$3.90; No. 2 Spring wheat, 90@91c; No. 3 Spring wheat, 92¾c; No. 2 red, $1.01@$1.02½; No. 2 corn, 28¼c; No. 2 oats, 25¾c; No. 3 white, 27¾@28¼c; No. 2 rye, 48¾c; No. 2 barley, free on board, 32½@40c; No. 1 flaxseed, $1.22; Northwestern, $1.26; prime timothy seed, $2.90; mess pork, per bbl, $10.30@$10.35; lard, per 100 lb, $5.17½; short ribs sides, (loose,) $5@$5.25; dry-salted shoulders, (boxed,) $10.30@$10.35; short clear sides, (boxed,) $5.17½@$5.45; whisky, distillers' finished goods, per gallon, $1.18½; sugars, cut-loaf, $6.01; granulated, $5.51; No. 2 yellow corn, 28¼c.

COTTON.

There was a lively market for cotton Saturday, with all classes of buyers in evidence. The shorts showed considerable concern growing out of claims that the relations between this country and Spain pointed inevitably to hostilities, and that spot buyers in Europe, as well as in this country would be anxious to secure their supplies and protect themseves in ladvance immediately upon any positive warlike demonstrations. Cables from Europe, showing a well-sustained demand for spot supplies and protect themselves in advance of 2@2½-64d in the future list were better than had been looked for, and they caused an active demand from shorts on the call. Throughout the session the market showed decided stability, except for a few intervals of weakness under the pressure of liquidation. At the best point the market showed a net gain of 4@6 points on Friday's closing figures, with the market finally steady at a net advance of 2@5 points. Total sales futures reached 129,400 bales. Spot cotton closed quiet at an advance of 1-16c; middling uplands is now 6 5-16c, and middling Gulf 6 9-16c, against 7 7-16c and 7 11-16c, respectively, last year. Spot sales, 65 bales.

Contract prices ranged as follows:

	Open.	High.	Low.	Close.
February	6.08	6.08	6.08	6.10@6.12
March	6.09	6.12	6.09	6.11@6.12
April	6.11	6.14	6.11	6.14@6.15
May	6.14	6.18	6.14	6.17@6.18
June	6.17	6.21	6.17	6.20@6.21
July	6.20	6.24	6.20	6.23@6.24
August	6.23	6.28	6.23	6.26@6.27
September	6.22	6.27	6.22	6.25@6.26
October	6.20	6.24	6.19	6.22@6.23
November	6.22	6.23	6.22	6.22@6.23
December	6.23	6.26	6.22	6.25@6.26

Spot cotton in Southern markets, middling: Galveston, 6c; Mobile, 5 11-16c; Savannah, 5⅝c; Wilmington, 5⅝c; Norfolk, 5 15-16c; Baltimore, 6¼c; Memphis, 5 11-16c; Augusta, 6⅛c; St. Louis, 5¾c.

LIVERPOOL, Feb. 26.—Middling uplands, 3 15-32d. February, 325½b; February-March, 325b; March-April, 325b; April-May, 325b; May-June, 325½s; June-July, 325½s; July-August, 325½s; August-September, 325½s; September-October, 325b; October-November, 325s; November-December, 325s.

FUTURES.

NEW YORK PRICES.

	Opening.	High.	Low.	Close.
Wheat—				
February	..	..	..	104⅛
May	99⅝	99¾	98¾	98⅞
July	91⅝	91¾	90⅞	91⅛
Corn—				
May	34 11-16	34 11-16	34½	34⅝
July	..	..	..	35¾
Oats—				
May	..	..	..	30⅛

CHICAGO PRICES.

	Opening.	High.	Low.	Close.
Wheat—				
February	102	102	102	..
May	103	103½	101½	102½
July	89⅛	89½	88	88¼
Corn—				
February	..	..	..	28
May	29¾	29 13-16	29 9-16	29⅝
July	30⅜	30 15-16	30 11-16	30⅜
Oats—				
February	..	..	..	25½
May	26	26⅛	25 15-16	26
July	24⅛	24¼	24⅛	24¼

BREADSTUFFS.

Wheat.

The bears made further progress in their attack on wheat prices Saturday, values declining a cent a bushel from the official close of last night, and leaving off at about the lowest point, with a still further break on the curb. At 1 o'clock the May price was 98½c, after a range from 98 7-16 to 98⅝c from the official close. Throughout the forenoon depression the Chicago clique made little effort to rally the market, and this fact, in connection with bearish crop news from California, India, and the Central West, afforded great encouragement to the local operators for a decline. Practically, the only demand came from a few scattered shorts who feared possible disaster from the accumulation of such a large short interest as has been built up undoubtedly in the last few days. The break reduced prices to the lowest point yet reached since the last sensational bull movement. Markets abroad were quiet, and in the case of Liverpool, hardly as weak as the trade had reason to expect, after Friday's bad break on this side.

MILWAUKEE, Feb. 26.—No. 1 Northern, 99½c; No. 2 Spring, 93½c; May, 100⅛c.

MINNEAPOLIS, Feb. 26.—February, 96½c; May, 94¾@94⅞c; July, 93⅝c; No. 1 hard, 99⅝c; No. 1 Northern, 97⅛c.

DULUTH, Feb. 26.—No. 1 Northern, cash, 97c; May, 96½c; July, 94c.

Corn.

No. 2, 36⅝c, free on board, afloat.

Oats.

No. 2, 31c; No. 3, 30½c; No. 2 white, 32½c; No. 3 white, 32c; track mixed, 31@33c; track white, 33@39c.

Miscellaneous.

Rye—No. 2 Western, 58c; State rye, 53@54c, cost, insurance, and freight, track. Barley, 40c, cost, insurance, and freight, New York, and 32½c asked, cost, insurance, and freight, Buffalo, opening navigation. Seeds—Clover seed, $4.50@$5; higher grades, $5.25@$6; timothy, $3@$3.75.

Flour and Meal.

Spring patents, $5.30@$5.55; Winter straights, $4.60@$4.75; Winter patents, $4.90@$5.40; Spring clears, $4.40@$4.60; extra No. 1 Winter, $3.90@$4.10; extra No. 2 Winter, $3.70@$3.80; no grade, $1.50@$1.55; buckwheat flour, $1.25@$1.30; rye flour, $2.75@$3.25.

Cornmeal—Kiln-dried, $2.15@$2.25, as to brand. Bag Meal—White, 85c; fine yellow, 80c; coarse, 71@72c.

Feed, 40, 60, and 80 lb, Winter, in bulk, 72½@85c; Spring, bulk, 75c; middling, bulk, 75@80c; rye feed, 62½@65c; city feed, 80c; hominy chop, 70c; buckwheat grain, 39@39½c, cost, insurance, and freight, New York.

MINNEAPOLIS, Feb. 26.—Flour dull; first patent, $4.90@$5; second patent, $4.75@$4.85; first clear, $3.70@$3.90; second clear, $2.70@$2.80.

PROVISIONS.

PORK—Mess, $10.65@$11; family, $11.50@$12; short clear, $10.75@$12.25. BEEF—Mess, $8@$8.50; family, $11.25@$11.75; packet, $10@$11; extra India mess, $15.50@$17. BEEF HAMS — $22.50@$23. DRESSED HOGS—Bacon, 5¼c; 180 lb, 5⅝c; 160 lb, 5½c; 140 lb, 5⅝c; 120 lb, 5⅝c; pigs, 5⅝c. CUT-MEATS—Smoking bellies, 7c; 10 lb, 6⅝c; 12 lb, 6⅛c; 14 lb, 5¾@5⅞c; pickled shoulders, 4¾c; pickled hams, 7¾@8c; Western green, 16 lb, 6⅞@7c; Western, S. P., 7¼@7⅝c. TALLOW—City, 3⅝c; country, 3⅝@3¾c. LARD—$5.45; city lard, $5.20; refined, South America, $6.15; Continent, $5.85; Brazil, kegs, $7.30; compound, city, 4⅛@4¼c; Western, 4¼@4⅜c. STEARINE—Oleo, 4⅝c; city lard stearine, 6c.

LIVERPOOL, Feb. 26.—Close: Beef—Extra India mess, 68s 9d; prime mess, 58s 9d. Pork—Prime mess, fine Western, 51s 3d; prime mess, medium Western, 48s 9d. Hams—Short cut, 14 to 16 lb, 33s 6d. Bacon—Cumberland cut, 28 to 30 lb, 32s; short rib, 20 to 24 lb, 31s 6d; long clear middles, 35 to 38 lb, 30s 6d; 40 to 45 lb, 30s; short clear backs, 16 to 18 lb, 29s; clear bellies, 12 to 14 lb, 34s. Shoulders—Square, 12 to 14 lb, 25s 6d. Lard—Prime Western, 27s 3d. Cheese—American finest, white and colored, 40s. Tallow—Prime city, 19s.

COFFEE.

Speculation in Brazilian coffee continues to hang fire, but, taking one day with another, a livelier interest is shown by the local contingent. Sellers have recently been scarce, and a demand to cover has held the market to a tolerably steady course. Saturday the market opened steady, with prices unchanged to 5 points higher, and for the rest of the session, without showing much activity, ruled in sellers' favor. The market closed steady at net unchanged prices to 5 points advance. Total sales, 14,250 bags.

Contract prices ranged as follows:

	Open.	High.	Low.	Close.
March	5.45	5.50	5.45	5.45@5.50
April	..	..	..	5.50@5.60
May	5.60	5.65	5.60	5.60@5.65
June	..	..	..	5.65@5.70
July	..	..	..	5.70@5.75
August	5.80	5.80	5.80	5.75@5.80
September	5.85	5.85	5.85	5.80@5.85
October	..	..	..	5.85@5.90
November	..	..	..	5.85@5.95
December	5.95	5.95	5.95	5.90@5.95
January	6.00	6.00	6.00	5.95@6.00

Santos—Good average 8$500. Hamburg—Unchanged to ¼ pfennig higher; sales, 20,000 bags. Havre—Quiet and unchanged; sales, 22,000 bags. February, 36.75; March, 37; April, 37; May, 37.50; June, 37.50; July, 37.75; August, 38; September, 38.25; October, 38.25; November, 38.50; December, 38.75. Rio—No. 7, 8$175.

SUGAR.

Centrifugal, 4 3-16c; Muscovado, 3 11-16c; molasses sugar, 3 7-16c.

OILS.

Prime crude, 20½@21c; prime crude, free on board, mills, 16@16½c; prime Summer yellow, 23@23½c; off Summer yellow, 22½@23c; butter grades, 26@28c; prime white, 24½@25½c; prime Winter yellow, 27½@28½c; linseed, American raw, 41@43c; American boiled, 45@46c; Calcutta raw, 54c; lard oil, choice, 44@45c.

WOOL.

Current quotations of carpet wools based upon Wool Exchange official classifications, are as follows: Carpet—Aleppo, washed, 23@23½c; Angora, 14@14½c; Bagdad, black, 20@21c; Bagdad, fawns, 20@21c; Bagdad, white, 22@23c; Bokhara, colors, 13½@14c; Bokhara, white, 15@16c; camels' hair, Russian, 13@13½c; China, ordinary, 11@14c; China, combing, 15@17c; Cordova, 14@14½c; Donskoi, Autumns, 17c; Donskoi, combing, 23@25c; Donskoi, colors, 20@23c; Donskoi, lambs', 16@18c; Scotch, 16@17c; Valparaiso, 13@14c. East India and Asiatic—East India, Joria and Vicanere, 24@27c; East India, Kandahar, 23@25c; East India, carpet filling, choice, 17@18c; East India, carpet filling, low, 12@15c; Georgian B. Q., 16@17c; Georgian B., 14@16c; Georgian B. S., 13@15c; Karadi, choice, 17@18c; Karadi, ordinary, 15@17c; Khorassan, colors, 14½c; Khorassan, white, 18@19c; Mohair, Turkish, 42@48c; Mossul, washed, 17@19c; Mossul, unwashed, 14c; Oporto, 19c; Salonica, 12@13c.

NAVAL STORES.

Tar, regulars, $1.65; oil, bbls, $3; pitch, $1.85; Spirits turpentine, regulars, 35c; machines, 35½c; resin, common to good strained, $1.40@$1.45; E, $1.50; F, $1.60; G, $1.70; H, $1.80; I, $1.85; K, $1.95; M, $2.05; N, $2.15; W, $2.40; WW, $2.75.

WILMINGTON, Feb. 26.—Turpentine, 33@33½c; resin, $1.20@$1.25.

SAVANNAH, Feb. 26.—Turpentine, 34c; resin, A, B, C, $1.20; D, $1.25; E, F, $1.30; G, $1.40; H, $1.60; I, $1.65; K, $1.75; M, $1.80; N, $1.90; W, G, $1.95; W, W $2.15.

CHARLESTON, Feb. 26.—Turpentine, 32½c; resin unchanged.

LIVE STOCK.

BEEVES—Unchanged.
CALVES—Steady at $6.50@$8; city dressed veals, 8½@11½c.
SHEEP AND LAMBS—Sheep, $5; lambs, $6.
HOGS—$4.10@$4.40.

For Reduced Telephone Rates.

A public meeting of the Merchants and Manufacturers' Board of Trade will be held at 241 Fifth Avenue at noon to-day to discuss the movement already begun by that organization to secure a reduction of telephone rates in this city. The board has invited all telephone subscribers to be present. Addresses will be made, after which a committee will be appointed to go to Albany on Thursday. The committee will urge before the Finance Committee of the Senate the passage of the Brush bill, which provides for a reduction of the telephone rates from about $240 per year, the present toll, to $125 per year.

FINANCIAL.

SIX PER CENT. GUARANTEE FUND NOTES OF THE

Atchison, Topeka & Santa Fe Railroad Company,

MATURING NOVEMBER 1, 1898.

REFERRING TO OUR OFFER OF FEBRUARY 1ST, 1898, TO REFUND THE ABOVE NOTES INTO THE 4 PER CENT. GENERAL MORTGAGE GOLD BONDS OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY, ON THE BASIS OF $5,600 IN 4 PER CENT. BONDS WITH COUPONS DUE APRIL 1ST ATTACHED, FOR EVERY $5,000 OF 6 CENT. NOTES, NOTICE IS HEREBY GIVEN THAT THIS OFFER WILL BE WITHDRAWN ON MARCH 1ST NEXT.

AN OFFICIAL STATEMENT OF THE POSITION OF THE COMPANY AND DETAILS OF OUR OFFER CAN BE OBTAINED UPON APPLICATION AT THE OFFICE OF THE GUARANTY TRUST COMPANY, 65 CEDAR STREET.

Kuhn, Loeb & Co. Speyer & Co. Guaranty Trust Co.

NEW YORK, February 14th, 1898.

DIVIDENDS.

OFFICE OF THE
Northern Pacific Railway Company.
Mills Building.
New York, February 1st, 1898.
At a meeting of the Board of Directors held this day there was declared from the net earnings a dividend of 1 per cent. on the Preferred Stock of this Company for the quarter ending March 1st, 1898, same to be paid March 3rd, 1898, to the holders of record of the Preferred Stock at the closing of the transfer books on February 10th, 1898.
For the purpose of such dividend the transfer books of this Company will be closed at 3 P. M. on February 10th, 1898, and will be reopened at 10 A. M. on February 21st, 1898.
NORTHERN PACIFIC RAILWAY COMPANY,
By GEORGE H. EARL, Secretary.

23 Wall Street,
New York, February 1, 1898.
The above dividend of 1 per cent. will be payable on March 3rd, 1898, to holders of record at the close of business on February 10th, 1898, on the books of the Voting Trustees for certificates of Preferred Stock of the Northern Pacific Railway Company. The transfer books of the Voting Trustees for certificates for Preferred Stock will close in New York and Berlin at 3 P. M. on February 10th, 1898, and will be reopened at 10 A. M. on February 21st, 1898.
J. P. MORGAN & CO., New York.
DEUTSCHE BANK, Berlin.
Agents for Voting Trustees.

OFFICE OF
Brooklyn Wharf and Warehouse Company,
68 Broad St., New York, Feb. 9, 1898.
THE BOARD OF DIRECTORS HAVE THIS day declared a dividend of SIX (6) PER CENT. on the PREFERRED STOCK, Series "A," of the Brooklyn Wharf and Warehouse Company, from the earnings of the Company for the year ending January 31st, 1898, payable on March 1, 1898, to the stockholders of record at the time of closing the transfer books.
The transfer books will be closed at three o'clock P. M. on February 25th, 1898, and opened at nine o'clock A. M. on March 1st, 1898.
WARREN B. NASH,
Assistant Treasurer.

The New York, Chicago and St. Louis R. R. Co.
Grand Central Depot, New York, Feb. 2, 1898.
The Board of Directors have this day declared a dividend of Two Per Cent. on the First Preferred Stock of this Company, payable at this office on the first day of March next, out of the net earnings for the calendar year 1897.
The Transfer Books for the First Preferred Stock will be closed at 12 o'clock noon on Saturday, February 5th, and will be reopened on Monday, February 21st, 1898.
ALLYN COX, Treasurer.

Southern Railway Company.
Coupons due March 1, 1898, from Southern Railway East Tennessee Reorganization 4 per cent. Bonds will be paid by J. P. Morgan & Company, New York; Richmond & Danville Railroad Company Sinking Fund Equipment 5 per cent. Bonds, by J. P. Morgan & Company, New York, and J. S. Morgan & Company, London, England; Virginia Midland Railway Company Serial Bonds by Safe Deposit and Trust Company, Baltimore, Md.
H. C. ANSLEY, Treasurer.

The Columbus, Hocking Valley and Toledo Railway Company.
N. MONSARRAT, RECEIVER.
The coupons due March 1st, 1898, on the Columbus and Toledo Railroad Company's second mortgage seven per cent. bonds will be paid on and after March 1st, 1898, on presentation at the office of the State Trust Company, 100 Broadway, New York City. N. MONSARRAT,
Receiver.
Columbus, Ohio, Feb. 23, 1898.

Office of Welsbach Commercial Company.
40 Wall St., New York, February 10, 1898.
The Directors have this declared a quarterly dividend of TWO PER CENT. on the preferred stock, payable March 10, 1898, to stockholders of record at the close of business February 28th. Transfer books of the preferred stock will be closed from March 1st to March 10th, both inclusive. Checks will be mailed.
EDWARD C. LEE, Treasurer.

United Traction and Electric Company.
Coupons due March 1, 1898, from First Mortgage Five per cent. Gold Bonds of this company, Providence and Pawtucket issue, will be paid on and after March 1, 1898, on presentation at the office of the CENTRAL TRUST CO. OF NEW YORK, 54 Wall Street, New York.
Checks for interest on registered bonds will be mailed to holders on same date.
F. P. OLCOTT, Treasurer.

St. Paul & Duluth Railroad Co.
32 Nassau Street, New York, Feb. 2d, 1898.
A dividend of two and one-half per cent. (2½%) on the preferred stock of this Company has this day been declared, payable at this office, on and after March 1st, 1898. The transfer books of the preferred stock will be closed on Monday, February 7th, 1898, at three o'clock P. M., and reopened on the 1st day of March, 1898.
F. S. ROLLINS, Ass't Treasurer.

Office of the Madison Square Garden Company.
The interest due November 1st, 1897, on the First Mortgage Bonds of this Company will be paid, with interest thereon, at the Mercantile Trust Company on March 1st, 1898.
The equivalent of each coupon will be $25.50.
JAMES C. YOUNG, Secretary.

Missouri, Kansas & Texas R'y Co.
45 Wall Street, New York, Feb. 26, 1898.
Coupons of the MISSOURI, KANSAS AND TEXAS RAILWAY COMPANY OF TEXAS maturing March 1, 1898, will be paid upon presentation at this office on and after that date.
C. G. HEDGE, V. Prest. and Treasurer.

MOBILE AND OHIO RAILROAD COMPANY, Treasurer's Office, Mobile, Ala., February 23, 1898.—Coupon No. 19, due March 1, 1898, of the General Mortgage Bonds of this Company, will be paid on presentation at the Gallatin National Bank, No. 36 Wall Street, on and after that date. HY. TACON, Treasurer.

THE COUPONS OF THE OMAHA AND GRANT SMELTING CO. 6 per cent. bonds, due March 1, will be paid by us on and after that date.
CLARK, DODGE & CO.,
New York, February 26, 1898. 51 Wall St.

PHILADELPHIA BANKS.

THE FOURTH STREET NATIONAL BANK

of Philadelphia, Pa.

February 18, 1898.

RESOURCES.

Loans and discounts	$12,955,666.74
Due from banks	574,820.58
Exchanges for Clearing House	947,911.36
Cash and reserve	5,522,789.46
	$20,001,188.14

LIABILITIES.

Capital stock	$1,500,000.00
Surplus and net profits	1,212,362.45
Circulation	675,000.00
Deposits	16,613,825.69
	$20,001,188.14

R. H. RUSHTON,
Vice President.

HOTEL AT FREEPORT BURNS.

Long Island Railroad Station Also Ignited by the Flames.

FREEPORT, L. I., Feb. 27.—The Merrick Hotel was destroyed by fire this morning. The flames broke out about 5 o'clock. Everything in the building was destroyed. The station of the Long Island Railroad, which is close by, was set on fire by the heat and flames several times, but was eventually saved. The hotel building was owned by Mrs. Cornelia Hegeman of Brooklyn. It was leased and run by Mrs. Tillie loss on building and contents is about Wilson. Her lease expires to-morrow. The loss on building and contents is about $5,000.

Pneumatic Tube Line Accepted.

The pneumatic tube line between the General Post Office and the Grand Central Station, which was turned over to the Post Office Department by the Tubular Dispatch Company on Feb. 11, was formally accepted Saturday, the tests having proved satisfactory. The letter of acceptance is signed by Second Assistant Postmaster General Shallenberger.

THE NATIONAL BANKS

Statements at the Close of Business Feb. 18, 1898.

All Bank Statements Published in The New York Times will Be Republished in Book Form and Can Be Had Upon Application at the Publication Office.

[1,370.]
REPORT OF THE CONDITION OF THE
MERCHANTS' NATIONAL BANK,
at New York, in the State of New York, at the close of business February 18th, 1898:

RESOURCES.

Loans and discounts		$14,186,360.06
U. S. bonds to secure circulation		50,000.00
Stocks, securities, &c		217,018.00
Banking house, furniture, and fixtures		995,257.34
Due from National banks (not reserve agents)		841,119.04
Due from State banks and bankers		123,196.76
Checks and other cash items		35,396.09
Exchanges for Clearing House		1,888,432.78
Notes of other National banks		23,846.00
Fractional paper currency, nickels, and cents		456.44
Lawful money reserve in bank, viz.:		
Specie	$2,851,607.87	
Legal-tender notes	422,000.00	
U. S. certif's or deposit for legal tenders	2,390,000.00	5,663,607.87
Total		$24,024,690.38

LIABILITIES.

Capital stock paid in		$2,000,000.00
Surplus fund		500,000.00
Undivided profits, less expenses and taxes paid		531,944.46
Due to other National banks	$8,828,726.12	
Due to State banks and bankers	3,890,408.02	
Dividends unpaid	2,117.50	
Individual deposits subject to check	6,009,898.20	
Demand certificates of deposit	1,762.89	
Certified checks	461,808.83	
Cashier's checks outstanding	1,798,029.31	20,992,745.92
Total		$24,024,690.38

State of New York, City and County of New York ss.:
I, J. W. HARRIMAN, Cashier of the above-named bank, do solemnly swear that the above statement is true, to the best of my knowledge and belief. J. W. HARRIMAN, Cashier.
Subscribed and sworn to before me this 25th day of February, 1898. JNO. A. HILLERY, Notary Public, N. Y. Co.
Correct—Attest:
JOHN A. STEWART, CHAS. D. DICKEY, R. M. GALLAWAY, } Directors.

[No. 2598.]
REPORT OF THE CONDITION OF THE
GARFIELD NATIONAL BANK,
at New York, in the State of New York, at the close of business Feb. 18, 1898:

RESOURCES.

Loans and discounts		$5,261,416.98
Overdrafts, secured and unsecured		202.21
U. S. bonds to secure circulation		50,000.00
Stocks, securities, &c		43,957.00
Other real estate and mortgages owned		189,196.78
Due from National banks (not reserve agents)		198,225.69
Due from State banks and bankers		6,870.94
Checks and other cash items		7,313.24
Exchanges for Clearing House		169,661.84
Notes of other National banks		5,500.00
Fractional paper currency, nickels, and cents		7,620.09
Lawful money reserve in bank, viz.:		
Specie	$897,040.00	
Legal-tender notes	419,442.00	
U. S. certificates of deposit for legal tenders	400,000.00	1,716,482.00
Redemption fund with U. S. Treasurer (5 per cent. of circulation)		2,250.00
Due from U. S. Treasurer, other than 5 per cent. redemption fund		10,000.00
Total		$7,668,696.77

LIABILITIES.

Capital stock paid in		$200,000.00
Surplus fund		800,000.00
Undivided profits, less expenses and taxes paid		27,126.60
National bank notes outstanding		45,000.00
Due to other National banks	$632,517.11	
Due to State banks and bankers	74,619.15	
Individual deposits subject to check	5,773,736.38	
Demand certificates of deposit	7,734.33	
Certified checks	72,589.41	
Cashier's checks outstanding	35,373.79	6,596,570.17
Total		$7,668,696.77

State of New York, County of New York, ss.:
I, RUEL W. POOR, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief. R. W. POOR, Cashier.
Subscribed and sworn to before me this 26th day of February, 1898. OWEN WARD, Notary Public.
Correct—Attest:
C. W. MORSE, JAMES McCUTCHEON, CHAS. T. WILLS, } Directors.

[No. 1393.]
REPORT OF THE CONDITION OF THE
BANK OF NEW YORK, N. B. A.,
at New York, in the State of New York, at the close of business Feb. 18, 1898:

RESOURCES.

Loans and discounts		$13,310,366.12
Overdrafts, secured and unsecured		6,937.04
U. S. bonds to secure circulation		50,000.00
Stocks, securities, &c		597,522.27
Banking house, furniture, and fixtures		250,000.00
Due from National banks (not reserve agents)		629,197.49
Due from State banks and bankers		510,614.83
Exchanges for Clearing House		9,315,576.29
Notes of other National banks		9,000.00
Fractional paper currency, nickels, and cents		139.36
Lawful money reserve in bank, viz.:		
Specie	$3,250,495.00	
Legal-tender notes	1,449,874.00	
U. S. certificates of deposit for legal tenders	400,000.00	5,100,369.00
Redemption fund with U. S. Treasurer (5 per cent. of circulation)		2,250.00
Due from U. S. Treasurer, other than 5 per cent. redemption fund		100,000.00
Total		$29,881,972.40

LIABILITIES.

Capital stock paid in	$2,000,000.00
Surplus fund	1,000,000.00
Undivided profits, less expenses and taxes paid	867,393.86
National bank notes outstanding	45,000.00
Due to other National banks	5,385,235.51
Due to State banks and bankers	1,939,457.44
Dividends unpaid	2,180.00
Individual deposits subject to check	11,707,646.94
Demand certificates of deposit	734,069.39
Certified checks	6,092,748.18
Cashier's checks outstanding	108,241.08
Total	$29,881,972.40

State of New York, County of New York, ss.:
I, CHAS. OLNEY, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief. CHAS. OLNEY, Cashier.
Subscribed and sworn to before me this 26th day of February, 1898. HANSON C. GIBSON, Notary Public, N. Y. Co.
Correct—Attest:
CHAS. D. LEVERICH, HENRY C. SWORDS, E. S. MASON, } Directors.

[No. 891.]
REPORT OF THE CONDITION OF
THE NATIONAL PARK BANK,
at New York City, in the State of New York, at the close of business February 18th, 1898:

RESOURCES.

Loans and discounts		$33,830,492.64
Overdrafts, secured and unsecured		57.87
U. S. bonds to secure circulation		50,000.00
Stocks, securities, &c		465,785.64
Banking house, furniture, and fixtures		1,064,250.00
Other real estate and mortgages owned		48,544.45
Due from National banks (not reserve agents)		439,813.63
Due from State banks and bankers		230,301.35
Checks and other cash items		10,166.59
Exchanges for Clearing House		2,890,666.79
Notes of other National banks		6,650.00
Fractional paper currency, nickels, and cents		3,006.46
Lawful money reserve in bank, viz.:		
Specie	$10,757,309.10	
Legal-tender notes	5,244,770.00	
U. S. certificates of deposit for legal tenders	230,000.00	16,232,079.10
Redemption fund with U. S. Treasurer (5 per cent. of circulation)		2,250.00
Due from U. S. Treasurer, other than 5 per cent. redemption fund		44,000.00
Total		$60,318,064.52

LIABILITIES.

Capital stock paid in		$2,000,000.00
Surplus fund		2,500,000.00
Undivided profits, less expenses and taxes paid		740,469.04
National bank notes outstanding		44,437.50
Due to other National banks	$21,289,980.74	
Due to State banks and bankers	7,504,208.71	
Dividends unpaid	2,520.00	
Individual deposits subject to check	25,267,198.00	
Demand certificates of deposit	91,759.87	
Certified checks	514,754.09	
Cashier's checks outstanding	352,741.57	55,023,157.98
Liabilities other than those above stated, tax reserve		10,000.00
Total		$60,318,064.52

State of New York, County of New York, ss.:
I, GEO. S. HICKOK, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief. GEO. S. HICKOK, Cashier.
Subscribed and sworn to before me this 26th day of February, 1898. WM. A. MAIN, Notary Public, Kings Co. Cert. filed in N. Y. Co.
Correct—Attest:
JOS. T. MOORE, AUGUST BELMONT, CHAS. STERNBACH, } Directors.

NATIONAL BANK STATEMENTS.

[No. 1231.]
REPORT OF THE CONDITION OF THE
IMPORTERS & TRADERS' NATIONAL BANK OF NEW YORK,
at New York, in the State of New York, at the close of business February 18th, 1898:

RESOURCES.

Loans and discounts		$26,453,094.[illegible]
Overdrafts, secured and unsecured		2.[illegible]
U. S. bonds to secure circulation		50,000.00
Stocks, securities, &c		66,000.00
Banking house, furniture, and fixtures		200,000.00
Due from National banks (not reserve agents)		1,412,612.7[illegible]
Due from State banks and bankers		76,424.71
Checks and other cash items		89,053.94
Exchanges for Clearing House		1,558,299.3[illegible]
Notes of other National banks		9,879.00
Fractional paper currency, nickels, and cents		250.00
Lawful money reserve in bank, viz.:		
Specie	$4,936,000.00	
Legal-tender notes	666,112.00	
U. S. certificates of deposit for legal tenders	1,770,000.00	7,372,112.00
Redemption fund with U. S. Treasurer (5 per cent. of circulation)		2,250.00
Due from U. S. Treasurer, other than 5 per cent. redemption fund		5,000.00
Total		$36,247,170.16

LIABILITIES.

Capital stock paid in	$1,500,000.00
Surplus fund	5,000,000.00
Undivided profits, less expenses and taxes paid	587,455.93
National bank notes outstanding	48,860.00
State bank notes outstanding	5,682.00
Due to other National banks	12,508,790.06
Due to State banks and bankers	4,595,989.80
Dividends unpaid	15,471.60
Individual deposits subject to check	11,265,569.21
Demand certificates of deposit	90,450.00
Certified checks	556,152.06
Cashier's checks outstanding	82,800.00
Total	$36,247,170.16

State of New York, County of New York, ss.:
I, EDWARD TOWNSEND, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief. EDWARD TOWNSEND, Cashier.
Subscribed and sworn to before me this 26th day of February, 1898. CHAS. H. BECKER, Notary Public, Kings County. Cert. filed in N. Y. Co.
Correct—Attest:
E. H. PERKINS, Jr., R. W. TOWNSEND, H. C. HULBERT, } Directors.

[No. 376.]
REPORT OF THE CONDITION OF THE
CENTRAL NATIONAL BANK,
at New York, in the State of New York, at the close of business February 18th, 1898:

RESOURCES.

Loans and discounts		$9,373,280.01
Overdrafts, secured and unsecured		8,970.81
U. S. bonds to secure circulation		60,000.00
U. S. bonds to secure U. S. deposits		210,000.00
Premiums on U. S. bonds		5,200.00
Stocks, securities, &c		525,564.87
Furniture and fixtures		37,457.47
Other real estate and mortgages owned		223,579.00
Due from National banks (not reserve agents)	$1,302,465.15	
Due from State banks and bankers	160,693.46	
Checks and other cash items	33,170.57	
Exchanges for Clearing House	1,008,409.17	
Notes of other National banks	25,096.00	
Fractional paper currency, nickels, and cents	3,679.36	
Lawful money reserve in bank, viz.:		
Specie	2,228,050.81	
Legal-tender notes	1,920,529.00	
U. S. certificates of deposit for legal tenders	540,000.00	
Redemption fund with U. S. Treasurer, (5 per cent. of circulation)	2,700.00	
Due from U. S. Treasurer, (other than 5 per cent. redemption fund)	74,002.50	7,298,796.0[illegible]
Total		$17,742,797.68

LIABILITIES.

Capital stock paid in		$1,000,000.00
Surplus fund		400,000.00
Undivided profits less expenses and taxes paid		88,154.22
National bank notes outstanding		54,000.00
Due to other National banks	$6,095,309.79	
Due to State banks and bankers	2,374,978.97	
Dividends unpaid	2,347.16	
Individual deposits subject to check	6,996,714.19	
Demand certificates of deposit	69,560.79	
Certified checks	260,914.30	
Cashier's checks outstanding	284,047.15	
Deposits of U. S. disbursing officers	115,[illegible]21.11	
Liabilities other than those above stated	850.00	16,200,643.46
Total		$17,742,797.68

State of New York, County of New York, ss.:
I, C. S. YOUNG, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief. C. S. YOUNG, Cashier.
Subscribed and sworn to before me this 26th day of February, 1898.
DANIEL A. SLATTERY, Notary Public, New York Co.
Correct—Attest:
C. D. MOSS, JAMES H. DUNHAM, HENRY SAMPSON, } Directors.

[No. 1394.]
REPORT OF THE CONDITION OF
THE AMERICAN EXCHANGE NATIONAL BANK,
at New York, in the State of New York, at the close of business, February 18, 1898:

RESOURCES.

Loans and discounts		$20,218,390.87
Overdrafts, secured and unsecured		17,655.81
United States bonds:		
4s of 1907	$2,150,000.00	
4s of 1925	1,350,000.00	
5s	1,500,000.00	5,000,000.00
Premiums on U. S. bonds		513,000.00
Stocks, securities, &c		1,489,756.63
Banking house, furniture, and fixtures		800,000.00
Other real estate and mortgages owned		44,089.20
Due from National banks (not reserve agents)		2,980,956.35
Due from State banks and bankers		466,386.51
Checks and other cash items		160,674.13
Exchanges for Clearing House		2,949,594.48
Notes of other National banks		4,600.00
Lawful money reserve in bank, viz.:		
Specie	$2,231,587.95	
Legal tender notes	1,983,000.00	
U. S. certificates of deposit for legal-tenders	3,250,000.00	7,464,587.95
Redemption fund with U. S. Treasurer (5 per cent. of circulation)		200,250.00
Total		$41,759,691.96

LIABILITIES.

Capital stock paid in	$5,000,000.00
Surplus fund	2,250,000.00
Undivided profits, less expenses and taxes paid	335,937.42
National bank notes outstanding	3,788,320.00
Due to other National banks	5,904,202.56
Due to State banks and bankers	3,370,220.12
Dividends unpaid	5,678.00
Individual deposits subject to check	18,647,544.04
Demand certificates of deposit	66,893.48
Certified checks	1,618,105.58
Cashier's checks outstanding	472,790.76
United States deposits	300,000.00
Total	$41,759,691.96

State of New York, County of New York, ss.:
I, EDWARD BURNS, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.
EDWARD BURNS, Cashier.
Subscribed and sworn to before me this 26th day of February, 1898.
WM. IVES WASHBURN, Notary Public, N. Y. Co.
Correct—Attest:
JNO. T. TERRY, HENRY W. MAXWELL, DUMONT CLARKE, } Directors.

REPORT OF THE CONDITION OF THE
CONTINENTAL NATIONAL BANK,
New York, at the close of business on the 18th day of February, 1898.

RESOURCES.

Loans and discounts		$5,181,897.09
Overdrafts		127.37
U. S. bonds		456,100.00
Other stocks and bonds		353,625.06
Premiums		61,815.50
Real estate, banking house		500,000.00
Other real estate		200,000.00
Specie	$1,009,160.75	
Legal tenders and bank notes	678,125.00	
Due from Treasurer of U. S.	20,250.00	
Exchanges for Clearing House	1,488,353.98	
Due from banks	314,566.39	
Other cash items	7,347.05	3,517,803.1[illegible]
Total		$10,271,368.1[illegible]

LIABILITIES.

Capital stock		$1,000,000.00
Surplus and profits	$284,693.08	
Less expenses and taxes paid	13,627.71	221,065.3[illegible]
Circulation		356,600.00
Dividends unpaid		2,3[illegible]
Deposits:		
Individuals	$3,690,728.42	
National banks	2,938,805.89	
State banks	848,469.21	
Acceptances	1,141,545.76	
Ctfs. of deposit	150.00	
Cashier's checks	71,665.00	8,691,364.28
Total		$10,271,368.1[illegible]

State of New York, County of New York, ss.:
I, ALFRED H. TIMPSON, Cashier of the above-named bank, do solemnly swear that the above statement is true, to the best of my knowledge and belief. ALFRED H. TIMPSON, Cashier.
Subscribed and sworn to before me this 26th day of February, 1898.
EDWIN F. COREY, Notary Public, N. Y. County.
Correct—Attest:
E. C. STURGES, CORD MEYER, EDMUND D. RANDOLPH, } Directors.

THE NEW YORK TIMES.
"All the News That's Fit to Print."

THE REAL ESTATE FIELD

The following sales at auction are down for to-day at 111 Broadway:

By Bryan L. Kennelly, public auction sale, ... East Fifty-first Street, south side, 55 feet east of First Avenue, 18 by 100.5, three-story brick dwelling.

By Bryan L. Kennelly, foreclosure sale, Robert E. L. Lewis, referee, 591 Park Avenue, east side, 80 feet south of Sixty-fourth Street, 20.5 by 97.6, five-story brick flat; Hillside Street, south side, 252.2 feet east of King's Bridge Road, 50 by 226.2, vacant. Due on judgment on the foregoing parcels, $28,511.

By L. J. Phillips & Co., foreclosure sale, Edward M. Burghard, referee, southwest corner of Seventh Avenue and One Hundred and Forty-ninth Street, 99.11 by 175, vacant. Due on judgment, $9,457; subject to another mortgage for $40,000.

By James P. Silo, Sheriff's sale, 581 Hudson Street, west side, 25 feet south of Bank Street, 24.10 by 78.4 by 25.2 by 72.6, five-story brick tenement, with stores; 583 Hudson Street, southwest corner of Bank Street, 75 by 72.6 by 26 by 71.9; five-story brick tenement, with stores; 1 and 3 Morton Street, northwest corner of Bleecker Street, 36 by 36 by 50 by 81, four-story brick building, with store; 267 West Eleventh Street, north side, 120 feet west of Fourth Street, 25 by 102.2, four-story brick dwelling; all title and interest of Christopher Gwyer in the foregoing on June 23, 1897.

REAL ESTATE AT AUCTION.

PHILIP A. SMYTH, Auctioneer.

EXECUTORS' SALE,

by order of AMANDA M. DE GRAAF and HENRY D. COCHRANE, executors of HENRY P. DE GRAAF, deceased.

Will be sold at public auction at the New York Real Estate Salesroom, No. 111 Broadway, at 12 o'clock M., on

Wednesday, March 2,

VALUABLE NEW YORK CITY PROPERTY.

182 parcels, including Business and Tenement Property, Flats, Stores, Private Houses, and Vacant Lots.

5th, 12th, and 17th Wards, Borough of Manhattan.

CANAL AND WASHINGTON STS., S. E. COR.; 509 to 518 Canal and 471-3 Washington; 112 feet on Canal by 83.8 on Washington; plot almost covered with substantial brick tenements and stores.

RIVINGTON AND ELDRIDGE STS., N. E. cor.; 54 Rivington St., four-story brick hotel, 25x80.

1,047 PARK AV., east side, 74.5 feet north of 86th St., three-story brick and frame building, 25.2x55.

32 TO 40 WEST 116TH ST., between 5th and Lenox Avs., five five-story modern brick and stone flats, lots each 27x100.11.

124TH AND 125TH STS., 16 LOTS, 200 feet west of Amsterdam Av., eight lots on each street; sold in plots of four.

2D AV. AND 125TH ST., N. W. COR.; No. 2,451 2d Av. and Nos. 253 to 259 East 125th St., five five-story brownstone tenements and stores.

208, 210, 212 EAST 127TH ST., near 3d Av., three five-story brick tenements and stores.

767, 769, AND 771 ST. NICHOLAS AV., between 148th and 149th Sts., three superb modern four-story high-stoop private dwellings.

23d and 24th Wards, Borough of the Bronx.

JEROME, MARCHER, ANDERSON, AND BREMER Avs., Union (167th) and Birch (168th) Sts., about eighty-one lots; will be sold in lots and plots.

WASHINGTON AV., EAST SIDE, between 163d and 164th Sts., Plot 100x100.

3D AND EAGLE AVS. AND 161ST ST., 16 Lots; 3d Av., east side, about 200 feet north 161st St., 75x130; Eagle Av., west side, 25 feet north 161st St., 75x100; Eagle Av. and 161st St., northeast corner, 100 on street x250 on avenue.

ST. JOHN AV., CORNER BAYARD AND WILLIAM STS., 12 LOTS; southeast corner Bayard (188th) St., 87.5x200; southwest corner William St., 87.5x100.

HATCH & WICKES, Attorneys, 100 Broadway.

N. B.—TERMS WILL BE MADE AS LIBERAL AS POSSIBLE. SOME OF THE ABOVE IMPROVED PARCELS ARE LEASED VERY ADVANTAGEOUSLY FOR LONG TERMS, MAKING THEM VERY DESIRABLE INVESTMENTS.

Books, maps, terms of sale, and further particulars can be obtained from PHILIP A. SMYTH, Auctioneer, No. 11 Pine St., (telephone, Cortlandt 2,116,) or from HENRY D. COCHRANE, Executor, 36 West 116th St., (telephone 511 Harlem.)

PHILIP A. SMYTH, Auctioneer,

sells at Real Estate Salesroom, 111 Broadway, at 12 o'clock M., on

THURSDAY, MARCH 3,

Supreme Court Partition Sale.

1,601 to 1,617 2d Av., entire front 83d to 84th St.—Six 4-story brick flats and stores and 5-story brick factory.

245 EAST 83D ST.—Modern 5-story brick and stone flat, 28.6x92x152.3.

1,229-1,231 LEXINGTON AV., near 83d St.—Two 5-story high-stoop brownstone private houses.

AUGUSTUS H. VANDERPOEL, Referee.
... & PRENDERGAST, Attorneys.
... AUCTIONEER, 11 PINE ST.

... REAL ESTATE FOR SALE.

... AGENT.

Geo. R. Read
REAL ESTATE,
... and 9 Pine St. 1 Madison Av.
APPRAISER.

LOTS.

...Attention!—For sale—Several desirable ..., all ready for immediate improvement; ... desirable plot for tenements; easy ... ...TER & BROTHER, owners, 128 ... commissions.

... DRIVE.—For sale, ... Riverside ... 81st and 82d Streets. For particulars OWNER, P. O. Box 940, or ap...

... FOR BUSINESS PURPOSES.

... STORE AND BASEMENT ON ... Avenue, adjoining 23d Street, to lease; ... watchmaker and jeweler, art furniture and upholstery, men's furnishing goods, optical goods, surgical instruments, ... Owing to the junction at Fourth ... 23d Street of the various cross-town ... lines, this is a very choice location, ... surrounded with the best class of ... and active business trade.
... A. CRUIKSHANK & CO., 176 Broadway.

FOR RENT,
The Mendelssohn Rooms
... West ...th Street, for a term of years. Dancing hall ...x83; small hall, 25x31; living apartment and dressing rooms on second floor. Apply JAMES ... MAY, 7 Wall Street.

REAL ESTATE.

REMOVAL—EDMUND S. MILLS, REAL ESTATE, to 479 5th Av., corner 41st St., March 1st.

SURROGATE NOTICES.

CURTIS, ALEXANDER.—The people of the State of New York, by the grace of God free and independent, to Mrs. John Low, Mary F. La ..., Alma La Nauz, Joseph J. Vocelle, William ... Lawrence, Hugh A. McTernan on behalf of ... William B. Lawrence and William M. Hoes ... Public Administrator of the County of New York, send greeting:

... and each of you are hereby cited and required personally to be and appear before our Surrogate of the County of New York, at the Surrogate's Court of said county, held at the County Court House in the City of New York, on the ... of April, 1898, at half-past ten o'clock in the forenoon of that day, then and there to show cause why the petition of Abel Easton ... be granted and letters of administration with the will annexed issue to said Abel ... upon the goods, chattels, and credits of ... ALEXANDER CURTIS, deceased, and such of you as are hereby cited, as are under the age of twenty-one years, are required to appear by your guardian, if you have one, or if you have none, to appear and apply for one to be appointed, or, in the event of your neglect or failure to do so, ... will be appointed by the Surrogate to represent and act for you in the proceeding.

In testimony whereof we have caused the seal of the Surrogate's Court of the said County of New York to be hereunto affixed. Witness, Hon. Frank T. Fitzgerald, Surrogate of our said county, at the City of New York, the ninth (9) day of February, in the year of our Lord one thousand eight hundred and ninety-eight.
J. FAIRFAX McLAUGHLIN, Clerk of the Surrogate's Court.

..., BENJAMIN.—In pursuance of an order of Hon. John H. V. Arnold, Surrogate of the City and County of New York, notice is hereby given to all persons having claims against ... DICKINSON, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at her place of transacting business, at the office of George ..., her attorney, No. 7 Beekman Street, in the City of New York, on or before the 12th day of May next.—Dated New York, the 11th day of October, 1897. SARAH DICKINSON, Administratrix. GEORGE W. GALINGER, Att'y for ..., No. 7 Beekman St., N. Y. City.

SURROGATE NOTICES.

DE FRANCIA, LORENZO CARRIO.—The People of the State of New York, by the grace of God free and independent: To Joseph F. Francia, Isabel F. de Santos Suares, John Francia, and Eugenie Lagarde, and to all persons interested in the estate of LORENZO CARRIO DE FRANCIA, late of the City of Paris, France, deceased, as creditors, legatees, next of kin or otherwise, send greeting:

You and each of you are hereby cited and required personally to be and appear before our Surrogate of the City and County of New York, at the Surrogates' Court of said city and county, held at the County Court House in the City of New York, on the eighteenth day of March, 1898, at half-past ten o'clock in the forenoon of that day, then and there to attend a judicial settlement of the account of proceedings of Pedro R. De Florez, as ancillary executor of the last will and testament of said deceased, and such of you as are hereby cited as are under the age of twenty-one years are required to appear by your guardian, if you have one, or if you have none, to appear and apply for one to be appointed, or in the event of your neglect or failure to do so, a guardian will be appointed by the Surrogate to represent and act for you in the proceeding.

In testimony whereof we have caused the seal of the Surrogates' Court of the said City and County of New York to be hereunto [L. S.] affixed. Witness, Hon. Frank T. Fitzgerald, a Surrogate of our said city and county, at the City of New York, the 25th day of January, in the year of our Lord one thousand eight hundred and ninety-eight.
J. FAIRFAX McLAUGHLIN, Clerk of the Surrogates' Court.
WEEKES BROTHERS, Attorneys for Ancillary Executor, No. 58 Wall Street, New York.
ja31-1aw6wM

FELDHAUS, JOHN H., or JOHAN H.—The people of the State of New York, by the grace of God free and independent, to Catharine Feldhaus, Regina Glatzmayer, Mary Schafmeister, Rose Ramsen, John Henry Feldhaus, Lena Blanck, John Herman Feldhaus, John H. Peters, Elizabeth Rosenberg, Lena Aspenleiter, Henry Feldhaus, and John William Feldhaus, all of full age, the next of kin of JOHN H. FELDHAUS, or JOHAN H. FELDHAUS, send greeting:

Whereas, Catharine Feldhaus, of the City of New York, has lately applied to the Surrogate's Court of our County of New York to have a certain instrument in writing relating to personal property duly proved as the last will and testament of JOHN H. FELDHAUS or JOHAN H. FELDHAUS, late of the County of New York, deceased, therefore, you, and each of you, are cited to appear before the Surrogate of our County of New York, at his office in the County of New York, on the 28th day of March, one thousand eight hundred and ninety-eight, at half-past ten o'clock in the forenoon of that day, then and there to attend the probate of the said last will and testament.

In testimony whereof we have caused the seal of the Surrogate's Court of the said County of New York to be hereunto affixed. Witness Hon. Frank T. Fitzgerald, a Surrogate of our said county, at said county, [L. S.] the 31st day of January, in the year of our Lord one thousand eight hundred and ninety-eight. J. FAIRFAX McLAUGHLIN, Clerk of the Surrogate's Court. MICHAEL C. GROSS, Attorney for Petitioner, 3 Chambers Street, New York. fe7-1aw6wM&mch21

HASTINGS, JOHN.—The People of the State of New York, by the grace of God free and independent, to the heirs and next of kin of JOHN HASTINGS, deceased, whose names and parts of names and whose residences are unknown, send greeting:

Whereas, Hugh A. Muirhead of the City of New York, has lately applied to the Surrogate's Court of our County of New York, to have a certain instrument in writing, relating to both real and personal property, duly proved as the last will and testament of JOHN HASTINGS, late of the County of New York, deceased, therefore, you, and each of you, are cited to appear before the Surrogate of our County of New York, at his office in the County of New York, on the eighth day of March, one thousand eight hundred and ninety-eight at half-past ten o'clock in the forenoon of that day, then and there to attend the probate of the said last will and testament.

And such of you as are hereby cited as are under the age of twenty-one years are required to appear by your guardian, if you have one, or if you have none, to appear and apply for one to be appointed, or in the event of your neglect or failure to do so a guardian will be appointed by the Surrogate to represent and act for you in the proceeding.

In testimony whereof we have caused the seal of the Surrogate's Court of the said county of New York to be hereunto affixed. [L. S.] Witness, Hon. Frank T. Fitzgerald, a Surrogate of our said County of New York, at said County, the 11th day of January, in the year of our Lord one thousand eight hundred and ninety-eight.
J. FAIRFAX McLAUGHLIN, Clerk of the Surrogate's Court.
ja24-1aw6wM.

KAISER, JOHANNA.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against JOHANNA KAISER, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, at the office of John E. Brodsky, Nos. 49 and 51 Chambers Street, in the City of New York, on or before the first day of June next.—Dated New York, the 18th day of November, 1897. THEODORE SATTLER, GILBERT T. REEDER, Executors. JOHN E. BRODSKY, Atty. for Executors, 49 and 51 Chambers Street, New York City. n22-1aw6mM

KEARNY, EDWARD.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against EDWARD KEARNY, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, No. 45 W. 36th Street, in the City of New York, on or before the 12th day of July, 1898, next.—Dated New York, the 23d day of December, 1897.
ROBERT WATTS, GEORGE H. KEARNY, Executors.
KELLOGG, ROSE & SMITH, Attorneys for Executors, 120 Broadway, N. Y. City. d27-1aw6mM

KING, SALLY.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against SALLY KING, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, at the office of Lardner, Loughran & Smyth, No. 115 Broadway, in the City of New York, on or before the 20th day of August next.—Dated New York, the 11th day of February, 1898. THOMAS McCASLAND, Administrator. LARDNER, LOUGHRAN & SMYTH, Att'ys for Administrator, 115 Broadway, N. Y. f14-1aw6mM

MARTIN, MARY J.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against MARY J. MARTIN, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, the office of Man & Protheroe, No. 56 Wall Street, in the City of New York, on or before the 12th day of July next.—Dated New York, the 8th day of January, 1898. KATHARINE T. MARTIN and ALRICK H. MAN, Executors. MAN & PROTHEROE, Attorneys for Executors, 56 Wall Street, New York City. ja10-1aw6mM

NEW, JACOB.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against JACOB NEW, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, the offices of Mulqueen & Mulqueen, No. 253 Broadway, in the City of New York, on or before the 15th day of August, 1898.—Dated New York, January 29th, 1898. ESTHER NEW, EDWARD A. NEW, EMANUEL MANSBACH, Executors. MULQUEEN & MULQUEEN, Attorneys for Executors, 253 Broadway, New York City. ja31-1aw6mM

PONS, JEAN FERNAND AUGUSTE.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against JEAN FERNAND AUGUSTE PONS, otherwise known as F. PONS, late of the City of Paris, France, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, No. 100 Broadway, in the City of New York, on or before the 10th day of May next.—Dated New York, the 22d day of October, 1897. PAUL FULLER, Ancillary Administrator, with the will annexed. DANIEL J. HOLDEN, Attorney for Ancillary Administrator c. t. a., 100 Broadway, New York City. o25-1aw6mM

PRYIBIL, PAUL.—In pursuance of an order of Hon Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against PAUL PRYIBIL, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business of the estate, at the offices of Deyo, Duer & Bauerdorf, No. 115 Broadway, in the City of New York, on or before the 10th day of July next.—Dated New York, the 3d day of January, 1898. ALBERT PRYIBIL, WILLIAM HOFFMANN, PHILIP HOFFMANN, Executors. DEYO, DUER & BAUERDORF, Attorneys for Executors, No. 115 Broadway, N. Y. City. ja3-1aw6mM

STOREY, MARY ANN.—The People of the State of New York, by the grace of God free and independent, to John Storey, Johnston Storey, Lucinda Richardson, John Charles Dunlop, Rebecca Smith, Anna M. Moore, Sarah Campbell, Lizzie Laird, Johnston J. Dunlop, Johnston Machet, John W. Dugdale, Roy Cumming, Alfred Henry Cumming, Robert Storey, if living, and if dead, his heirs and next of kin, if any, and widow, if any, whose names and parts of names and places of residence are wholly unknown and can not be ascertained, the heirs and next of kin of MARY ANN STOREY, late of the County of New York, deceased, send greeting:

Whereas, T. Gardner Ellsworth of the City of New York has lately applied to the Surrogate's Court of our County of New York to have a certain instrument in writing, bearing date the 7th day of December, 1894, relating to both real and personal property, duly proved as the last will and testament of MARY ANN STOREY, late of the County of New York, deceased, therefore you, and each of you, are cited to appear before the Surrogate of our County of New York, at his office in the County of New York, on the 22d day of March, one thousand eight hundred and ninety-eight, at half past ten o'clock in the forenoon of that day, then and there to attend the probate of the said last will and testament.

And such of you as are hereby cited as are under the age of twenty-one years are required to appear by your guardian, if you have one, or if you have none, to appear and apply for one to be appointed, or in the event of your neglect or failure to do so, a guardian will be appointed by the Surrogate to represent and act for you in the proceeding.

In testimony whereof we have caused the seal of the Surrogate's Court of the said County of New York to be hereunto affixed. Witness, Hon. Frank T. Fitzgerald, a Surrogate of our said County of New York, at [L. S.] said county, the 25th day of January, in the year of our Lord one thousand eight hundred and ninety-eight.
J. FAIRFAX McLAUGHLIN, Clerk of the Surrogate's Court.
ja31-1aw6wM

INSTRUCTION—MUSICAL.

DOBSON'S BANJO, MANDOLIN COLLEGES, 564 State St., cor. Flatbush Av., Brooklyn; 1,276 Broadway, 33d St., City.

INSTRUCTION—DANCING.

MISS McCABE'S
Dancing School, 21 E. 17th, bet. 5th Av. & B'Way. Private and class lessons daily; beginners any time.

REFEREES' NOTICES.

FOURTH AVENUE, ALSO HILLSIDE STREET.—Foreclosure Sale.—Supreme Court, New York County.—IGNATZ BOSKOWITZ, as Trustee for the Mechanics & Traders' Bank, plaintiff, against JOHN STIMMEL and others, defendants.

In pursuance of a judgment of foreclosure and sale, duly made and entered in the above-entitled action, bearing date November 18th, 1897, and entered on the 10th day of December, 1897, in the office of the Clerk of the City and County of New York, I, the undersigned, referee in said judgment named, will sell at public auction, at the New York Real Estate Salesroom, No. 111 Broadway, New York City, County, and State, on the 17th day of January, 1898, at 12 o'clock noon, on that day, by Bryan L. Kennelly, auctioneer, the premises directed by said judgment to be sold, and therein described as follows:

All that certain lot, piece, or parcel of land situate, lying, and being on the easterly side of Fourth Avenue, in the Nineteenth Ward of the City of New York, and bounded and described as follows, viz.: Beginning at a point on said easterly side of Fourth Avenue distant eighty feet southerly from the corner formed by the intersection of the southerly side of Sixty-fourth Street with said easterly side of Fourth Avenue; thence running easterly and parallel with said Sixty-fourth Street ninety-seven feet and six inches; thence southerly and parallel with said Fourth Avenue twenty feet and five inches; thence running westerly and again parallel with said Sixty-fourth Street ninety-seven feet and six inches to said easterly side of Fourth Avenue twenty feet and five inches to the point of beginning.

Also, all that certain lot, piece, or parcel of land situate, lying, and being in the City of New York, and which, upon a certain map entitled "Map of One Hundred and Twenty-eight acres of land situate in the Twelfth Ward of the City of New York, part of the estate of Isaac Dyckman, deceased, known as the Fort George property, dated September 15th, 1868, R. Rosa, Surveyor," and filed in the office of the Register of the City and County of New York November 7th, 1868, as Map 697, and which parcel is distinguished and known thereon as No. 185, and bounded and described as follows: Beginning at a point in the centre of the street laid out by Commissioners of Central Park, and designated on said map as Hillside Street, at the south-easterly side of Plot No. 184, on said map; thence running southwesterly along said south-easterly side of Plot No. 184 on said map, two hundred and twenty-six feet two inches to the land of Thomas J. Powers; thence running south-easterly along the land of Thomas J. Powers fifty feet; thence running northeasterly along the northwesterly side of Plot No. 186, on said map, two hundred twenty-six feet four inches to the centre of Hillside Street, and thence running northwesterly along the said centre line on Hillside Street fifty feet to the point or place of beginning.—Dated New York, December 24th, 1897. ROBERT E. L. LEWIS, Referee.
CHARLES STRAUSS, Esq., Attorney for Plaintiff, 237 Broadway, New York City.

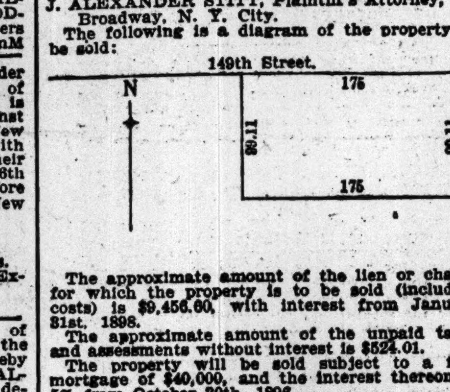
The sale of the foregoing premises is hereby adjourned to February 14th, 1898, same hour and place.—Dated New York, January 17th, 1898. ROBERT E. L. LEWIS, Referee.
CHARLES STRAUSS, Attorney for Plaintiff, 237 Broadway, N. Y. City.

The sale of the foregoing premises is hereby adjourned to February 28th, 1898, same hour and place.—Dated New York, February 14th, 1898. ROBERT E. L. LEWIS, Referee.
CHARLES STRAUSS, Attorney for Plaintiff, 237 Broadway, N. Y. City.

SUPREME COURT OF THE STATE OF NEW York.—City and County of New York.—HENRY M. DENTON, plaintiff, against CATHARINE M. CARLIN and others, defendants.—In pursuance of a judgment of foreclosure and sale duly made and entered in the above-entitled action bearing date the 2nd day of February, 1898, I, the undersigned, the referee in said judgment named, will sell at public auction at the New York Real Estate Salesroom, No. 111 Broadway, in the Borough of Manhattan of the City of New York, in the County and State of New York, on Monday, the 28th day of February, 1898, at twelve o'clock noon of that day, by L. J. Phillips & Company, auctioneers, the premises in said judgment mentioned and therein described as follows:

All those certain lots of land situate, lying, and being in the City of New York, and which taken together are bounded and described as follows: Beginning at the southwesterly corner of One Hundred and Forty-ninth Street and Seventh Avenue; and running thence westerly along the southerly side of One Hundred and Forty-ninth Street one hundred and seventy-five feet; thence southerly parallel with Seventh Avenue ninety-nine feet and eleven inches; thence easterly and parallel with One Hundred and Forty-ninth Street one hundred and seventy-five feet to the westerly side of Seventh Avenue; and thence northerly along the westerly side of Seventh Avenue ninety-nine feet and eleven inches to the point or place of beginning.—Dated New York, February 3rd, 1898.
EDWARD M. BURGHARD, Referee.
J. ALEXANDER STITT, Plaintiff's Attorney, 120 Broadway, N. Y. City.

The following is a diagram of the property to be sold:

149th Street.


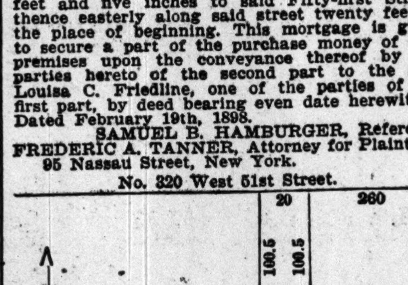
The approximate amount of the lien or charge for which the property is to be sold (including costs) is $9,456.60, with interest from January 31st, 1898.

The approximate amount of the unpaid taxes and assessments without interest is $524.01.

The property will be sold subject to a first mortgage of $40,000, and the interest thereon at 5% from October 30th, 1896.
EDWARD M. BURGHARD, Referee.

NEW YORK SUPREME COURT, NEW YORK County.—FREDERIC A. TANNER and MARY A. TANNER, plaintiffs, against LOUISA C. FRIEDLINE and others, defendants.

In pursuance of a judgment of foreclosure and sale, made and entered in the above entitled action, bearing date the 18th day of January, 1898, and entered in the New York County Clerk's office on the 19th day of January, 1898, I, the undersigned referee in said judgment named, will sell at public auction, at the New York Real Estate Salesrooms, No. 111 Broadway, in the Borough of Manhattan, City of New York, on the 22d day of March, 1898, at 12 o'clock noon, under the direction of William Kennelly, auctioneer, the following described premises: All that certain lot, piece, or parcel of land, and the building thereon, situate, lying, and being in the City of New York, and bounded and described as follows: Beginning at a point on the southerly side of Fifty-first Street distant two hundred and sixty feet westerly from the Eighth Avenue, and running thence southerly and parallel with said avenue part of the way through the middle of a brick party wall one hundred feet and five inches to the middle line of the block; thence westerly along said middle line twenty feet; thence northerly and parallel with said avenue and part of the way through the middle of a brick party wall one hundred feet and five inches to said Fifty-first Street; thence easterly along said street twenty feet to the place of beginning. This mortgage is given to secure a part of the purchase money of said premises upon the conveyance thereof by the parties hereto of the second part to the said Louisa C. Friedline, one of the parties of the first part, by deed bearing even date herewith.—Dated February 19th, 1898.
SAMUEL B. HAMBURGER, Referee.
FREDERIC A. TANNER, Attorney for Plaintiffs, 95 Nassau Street, New York.

No. 320 West 51st Street.


The above is a diagram showing the premises described in the foregoing notice of sale. The amount of the plaintiffs' claim is approximately $15,500. The amount of taxes and assessments unpaid on said premises is approximately $550.
SAMUEL B. HAMBURGER, Referee.
f24-2awTh&M.

LEGAL SALES.

NOTICE IS HEREBY GIVEN THAT PURSUANT to the terms of a certain agreement between the WEST INDIA IMPROVEMENT COMPANY and the MANHATTAN TRUST COMPANY, dated September 3, 1896, and of an instrument of assignment, executed pursuant thereto by said West India Improvement Company, to said Manhattan Trust Company, dated September 4, 1896, demand therefor having been made by the holders of the majority in amount of the notes referred to in said agreement now outstanding and unpaid, the said Manhattan Trust Company will sell at public auction at the Real Estate Exchange and Auction Rooms, Limited, Number 59 Liberty Street, in the Borough of Manhattan, City of New York, by Richard V. Harnett & Co., auctioneers, on Tuesday, the first day of March, 1898, at 12:30 o'clock in the afternoon, the following collateral pledged by and described in said agreement, viz.:

(1) All the interest of the said West India Improvement Company in £80,000 of the first mortgage bonds of the Jamaica Railway Company, which passed to said Manhattan Trust Company under said agreement;
(2) £100,000 of the second mortgage bonds of the Jamaica Railway Company, and
(3) 52,700 shares of the par value of £20 sterling each, of the Jamaica Railway Company;
(4) 300 shares of the par value of £20 sterling each, of the Jamaica Railway Company.

Terms of sale will be announced by the auctioneer at the time of sale.
New York, February 18, 1898.
MANHATTAN TRUST COMPANY, By Amos T. French, Vice President.
To West India Improvement Company and to whom it may concern.

THE NEW YORK TIMES.
"All the News That's Fit to Print."

SITUATIONS WANTED—FEMALES.

NO EXTRA CHARGE.
Ring your Messenger Call Box or leave your Advertisements at any American District Telegraph or Postal Telegraph Offices. Charges same as at Publication Office.

Chambermaids.
CHAMBERMAID, &c.—By a young girl to do up-stairs work or to take care of children; best reference. 37 East 28th St.

Companions.
COMPANION.—By competent woman as companion to elderly lady or gentleman; excellent references from doctors and ladies; $25 a month. Companion, 769 3d Av.

Cooks.
COOK.—By competent cook; in private family; is a good baker and understands the management of milk and butter; country preferred; good reference. B. N., 1,242 Broadway.
COOK, &c.—By American woman as cook or to do housework; a home more than high pay; personal reference. 335 Bleecker St.

Dressmakers.
DRESSMAKER.—By the day; or as seamstress in private family. 309 East 38th St., care of Miss Lindberg.

Houseworkers.
HOUSEWORK.—By young Protestant woman to do general housework in flat; small family; or cooking alone; best city references. 764 8th Av.

Lady's Maids.
LADY'S MAID.—By most competent North German maid; experience in dressmaking; assist light chamberwork; good packer, traveler, and hairdresser; four years' reference. W. Hoeft, 1,315 Avenue A.

Laundresses.
LAUNDRESS.—By competent woman to work by the day, week, or month; first-class laundress; good city reference. Mary Allen, 128 West 50th St.

Nurses.
NURSE.—Competent in care of young or grown children; assist light work; neat sewer; out of town preferred. Annie Reilly, 231 East 68th St.

Parlormaids.
PARLORMAID.—By competent young girl as parlormaid; good city references. 327 West 44th St., Egan's bell.

Seamstresses.
SEAMSTRESS.—By a thoroughly competent seamstress; does all kinds of family sewing; also finishing dresses, repairing, and alterations. Hood, 257 West 42d St.

Miscellaneous.
STENOGRAPHER, TYPEWRITER.—Expert; neat and accurate. Address DISPATCH, 25 East 14th St.

SITUATIONS WANTED—MALES.

Butlers.
BUTLER, or BUTLER and VALET.—Frenchman; single; 6 feet high; strictly sober; highest personal references. Eugene, 204 West 39th St.
BUTLER.—By respectable man as butler in a private family; first-class city reference; city or country. 147 East 29th St.

Coachmen.
COACHMAN.—As coachman in private family; young man; fine appearance; married; one child; present employer, Edwin Gould, Esq., can be seen for five years' reference, 195 Broadway; expert four-horse and tandem driver; country position preferred. David McFarland, 956 8th Av.
COACHMAN.—By a German former cavalryman; 31; eleven years in America; married; one child; perfectly understands the proper care of coach and saddle horses, harness, &c.; best of written and personal references. Linke, 555 Madison Av., Paterson, N. J.
COACHMAN.—Gentleman wishes situation for his coachman, whom he can highly recommend; city or country. J. McCormick, 96 Chambers St.
COACHMAN.—By first-class English coachman; good city reference. Address A. B., 1,334 3d Av., advertisement office.
COACHMAN.—By first-class coachman; city driver; best references; sober and honest. 169 West 25th St.

Gardeners.
GARDENER.—By Scotch gardener, married, no children, with large experience, wishes engagement with private family where services of practical gardener are required; references. S. X. T., Box 135 Times office.
GARDENER.—(32,) with small family; understands care of gentleman's place, horses, cows, poultry, &c.; good references. Box F., 1,512 3d Av.
GARDENER.—Single, well versed in the various branches of the profession, on gentleman's place; testimonials. P. B., 84 Sangatuck, Conn.

Useful Men.
USEFUL MAN.—By a useful young man in private family; city or country; assist waiting; furnace, clean silver, care of gentleman's clothes; reference. Barry, care of Kelvin, 999 6th Av.

Valets.
VALET.—By an Englishman as valet; thoroughly understands his work; accustomed to traveling; first-class reference. U. Z., 1,242 Broadway.

Miscellaneous.
MANAGER.—To manage an estate; competent with labor and affairs; have had noted success with stock, dairy, poultry, farm crops, garden, greenhouses, fruit, and land improvements. Barber, 130 Ocean Av., Jersey City, N. J.

HELP WANTED—FEMALES.

WANTED—A good laundress for a private family, to assist with chamberwork, and to make herself generally useful; best references required. Call at 324 West 86th St., Monday, between 1:30 and 2:30.

HELP WANTED—MALES.

BOY WANTED.—About 18; must reside with parents; come well recommended; be quick and accurate at figures, and write good business hand. Address Bankers & Brokers, Box 148 Times.
WANTED—A solicitor to secure advertisements for a leading newspaper. T., Box 101 Times.

LEGAL NOTICES.

NOTICE.

We, the undersigned, hereby give notice of our intention to form a corporation, to be called the Cosmopolitan Fire Insurance Company of New York, with a capital of Two hundred thousand dollars ($200,000) and a surplus of One hundred thousand dollars ($100,000,), the principal office of which is to be located in the City of New York, for the purpose of making insurances on dwelling houses, stores, and all kinds of buildings and household furniture, and other property against loss or damage by fire, lightning, wind storms, or tornadoes, and upon vessels, boats, cargoes, goods, merchandise, freights and other property against loss or damage by all or any of the risks of lake, river, canal, and inland navigation and transportation, and of effecting reinsurance of any risks taken by it, under and pursuant to the act of the Legislature of the State of New York, known as The Insurance Law, being Chapter 690 of the Laws of 1892, and the acts of the said Legislature amendatory thereof and supplementary thereto, and such other acts of the said Legislature as are applicable thereto.—Dated New York, February 21, 1898.
EDWARD SCHMIDT,
HENRY R. STEELE,
ALBERT F. HUNT, JR.,
HARRY D. KITTINGER,
CHARLES P. BLANEY,
WILLIAM H. THITCHENER,
JOSEPH F. DARLING,
WILLIAM P. DOUGHERTY,
RALPH KIRBY,
JOHN F. MEYER,
CARLOS V. SCHUMANN,
FREDERICK W. LANG,
ALBERT MACHOLD,
THOMAS CUSTY.

J. LINCKS & COMPANY.—The people of the State of New York, to all persons interested in the estate assigned by John Lincks and Louis Lincks, composing the firm of J. LINCKS & COMPANY, to William Muth, for the benefit of creditors, send greeting:

You and each of you are hereby cited and required personally to be and appear in the Supreme Court, New York County, at a Special Term, Part I, thereof, in the County Court House, in the Borough Manhattan, in the City of New York, on the 14th day of April, 1898, at 10:30 o'clock A. M., there and then to show cause why a final settlement of the accounts of William Muth, as assignee of above-named John Lincks and Louis Lincks, composing the firm of J. Lincks & Company, insolvent debtors, should not be had, and if no cause be shown, then to attend the final settlement of the assignee's accounts.

In testimony whereof I have hereunto caused the seal of the said Supreme Court to be hereunto [L. S.] affixed. Witness, Hon. Charles H. Van Brunt, Presiding Justice of the said Supreme Court, this 25th day of February, 1898.
WILLIAM SOHMER, Clerk.
GEORGE W. VAN SLYCK, Att'y for Assignee, 120 Broadway, New York City.
f28-1aw7wM&ap.14.

IN PURSUANCE OF AN ORDER MADE BY Hon. Henry Bischoff, Jr., one of the Justices of the New York Supreme Court, on the 17th day of February, 1898, notice is hereby given to all creditors and persons having claims against the AMERICAN GAS CONTROL COMPANY, a corporation lately doing business in the City and County of New York, that they are required to present their claims with the vouchers therefor, duly verified, to the subscriber, the Assignee of the said American Gas Control Company, for the benefit of its creditors, at his office, No. 265 Broadway, Borough of Manhattan, New York City, on or before the 16th day of May, 1898.—Dated New York, February 19th, 1898.
ALBERT H. GLEASON, Assignee.
GEORGE S. HASTINGS, Attorney for Assignee, No. 265 Broadway, Borough of Manhattan, New York City, New York.
f21-1aw6wM

WINTER RESORTS.

Why Go South?
SAVE RAILROAD FARES. SAVE FATIGUE.
THE LAKEWOOD, LAKEWOOD, NEW JERSEY,
AMONG THE PINES.
Balmy and Tonic Air.
FINEST WINTER HOTEL IN THE NORTH.
Glass inclosed piazzas, one-third of a mile long, filled with tropical plants. Music daily in Sun Parlors. Purest drinking water from our Artesian well, seven hundred feet deep, and equal to Poland Water, is used throughout the hotel for all purposes.
A NEW BATHING ESTABLISHMENT, built at enormous expense for the application of Hydrotherapy (the famous water cure) as prescribed by Prof. Erb of Heidelberg and Prof. Charcot of Paris for nervous diseases, is now in successful operation in the hotel. This department is under the exclusive care of the physician of the hotel.
Address T. F. SILLECK, Lessee. (Of Oriental and Manhattan Beach Hotels.)

Atlantic City, N. J.

HADDON HALL
ON THE BEACH.
ATLANTIC CITY, N. J.
OPEN ALL THE YEAR.
Three and a quarter hours from New York City, through trains daily via Pennsylvania R. R.
GOLF LINKS in course of preparation.
The purest of water from our own artesian well.
SEND FOR BOOKLET.
LEEDS & LIPPINCOTT.

THE RUDOLF, Atlantic City, N. J. Directly on the beach; capacity 400; strictly first-class in all appointments; hot and cold sea water baths; café grotto with ochestra; dancing Wednesdays and Saturdays; send for booklet; American and European plan. CHAS. R. MYERS.

THE ISLESWORTH, ATLANTIC CITY, N. J. Open all the year. Salt water baths. Thoroughly modern. Liberal management. A. C. McCLELLAN.

HOTEL TRAYMORE, Atlantic City, N. J. Homelike and cheerful. Rates the very lowest consistent with first-class service. D. S. WHITE, Jr., Owner and Proprietor.

The Hotel Windsor. Atlantic City, N. J. Most modern hotel on the coast. American and European plans. Orchestra. Sun Balconies, &c. G. JASON WATERS.

HOTEL RICHMOND. Atlantic City, N. J., Is open for the reception of guests. Steam heat. sun parlor, elevator. J. D. PEASE.

THE NORWOOD—Kentucky Av., 100 feet from Beach. Steam Heat. Rates, $1.50 to $2.00 per day; $8 to $12 weekly. F. ALSFELT.

KENILWORTH INN.—Reopens Feb. 10th. Atlantic City, N. J. Steam heat; sun parlor; elevator to ground floor. T. K. GOULD.

EXCURSIONS.

RAYMOND & WHITCOMB.
TOURS and TICKETS.
Finely Appointed Special Trains with Dining, Library, and Observation Cars to
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Choice of routes and entire freedom of movement.
Other tours to Florida, Mexico, Jamaica, Europe, Japan, China, Hawaii, Round the World, etc.
Send for circulars, mentioning the tour desired. Railroad and Steamship tickets at lowest rates to all parts of the world. Travellers' Guide on application.
31 East Fourteenth St., Union Square, West, New York.

WINTER RESORTS.
Tickets to ALL Winter Resorts, by ALL Routes, Steamer and Rail, including Bermuda, Nassau, Florida, California, Mexico, and ALL POINTS SOUTH.
FLORIDA A Pleasant Tour, under Personal Escort, visiting the chief resorts, leaves New York March 5. Programmes, time tables, etc., free from THOS. COOK & SON, 261 and 1225 Broadway, New York.

For Prompt Reviews and the Earliest News of Books and Art
READ THE
REVIEW of BOOKS and ART
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Sample copy on application.

TRAVELERS' GUIDE—STEAMBOATS.

NEW HAVEN.—Fare, $1. Excursion, $1.50. Fast steamer leaves Pier 25 E. R. daily, (Sundays excepted,) 5 P. M. Returning leaves New Haven 12:30 night.

TRAVELERS' GUIDE—SHIPPING.

HAMBURG-AMERICAN LINE.
Twin Screw Express Line
TO CHERBOURG, PARIS, Southampton, (London,) and Hamburg.
Normannia, Mch.24 9 AM | Columbia, May 12, 9 AM
A. Victoria Apr. 7, 9 AM | Normannia, May 19, 9 AM
F. Bismarck, Apr. 28, 9 AM | A. Victoria, May 26, 9 AM
Twin Screw Pass. Service, N. Y.—Hamburg direct.
Pretoria...Mch. 5, 3 PM | Pennsylva'a. Mch. 26, 8 AM
Patria....Mch. 12, 8 AM | Palatia....Apr. 9, 7 AM
Phoenicia. Mch. 19, 3 PM | Pretoria, April 16, 2 PM
First cabin, $60 up; second class, $40; steerage, $26.
HAMBURG-AMERICAN LINE, 37 Broadway, N.Y.

NORTH GERMAN LLOYD
FAST EXPRESS SERVICE.
SOUTHAMPTON, LONDON, BREMEN.
Trave, Tu., Mch. 1, 9 AM | Trave, Tu., Mch. 29, 9 AM
Havel, Tu., Mch. 8, 9 AM | Havel, Tu., Apr. 5, 9 AM
Lahn, Tu., Mch. 22, 9 AM | Kais. W. d. G. Apr. 12, 9 AM
Kaiser Wilhelm der Grosse, Tues., Mch. 15, 9 AM
TWIN SCREW PASSENGER SERVICE.
SOUTHAMPTON, LONDON, BREMEN.
Friedrich der Grosse........Thurs., Mch. 3, Noon
Bremen........Thurs., Mch. 31, Noon
GIBRALTAR, NAPLES, GENOA.
Saale....Mch. 5, 10 AM | Fulda...Mch. 26, 10 AM
Werra....Mch. 12, 10 AM | Ems.....Apl. 2, 10 AM
Kai. Wm. II. Mh. 19, 10 AM | Aller....Apl. 16, 10 AM
OELRICHS & CO., 2 BOWLING GREEN.

AMERICAN LINE.
NEW YORK—SOUTHAMPTON—(London, Paris.)
Sailing every Wednesday at 10 A. M.
PARIS........March 2 | NEW YORK...March 23
ST. PAUL......March 9 | ST. PAUL.....March 30
ST. LOUIS.....March 16 | ST. LOUIS.....April 6
Red Star Line to Antwerp
Sailing every Wednesday at Noon.
NOORDLAND...March 2 | KENSINGTON. March 16
FRIESLAND....March 9 | WESTERNLAND, Mar 23
INTERNATIONAL NAVIGATION COMPANY, Piers 14 & 15 North River. Office, 6 Bowling Green.

CUNARD LINE,
TO LIVERPOOL VIA QUEENSTOWN.
From Pier 40 N. R., foot of Clarkson St.
Umbria..March 5, Noon | Campania, Mch. 26, 8 AM
Lucania...Mch. 12, 8 AM | Aurania, Mch. 29, 10 AM
Etruria, Mch. 19, Noon | Umbria...April 2, 10 AM
VERNON H. BROWN & CO., Gen. Agents, 4 BOWLING GREEN, NEW YORK.

JAPAN-CHINA.
PACIFIC MAIL S. S. CO.
OCCIDENTAL AND ORIENTAL S. S. CO.
From San Francisco to Shanghai, Yokohama, Hongkong:
DORIC, via Honolulu......March 12, 1 P. M.
CHINA, via Honolulu......March 23, 1 P. M.
BELGIC.......April 2, 1 P. M.
PERU, via Honolulu......April 12, 1 P. M.
COPTIC, via Honolulu......April 21, 1 P. M.
For freight, passage, and general information apply at 349 Broadway or 1 Battery Place, Washington Building, and 287 Broadway.

TRAVELERS' GUIDE—SHIPPING.

WHITE STAR LINE.
NEW YORK—QUEENSTOWN—LIVERPOOL.
Germanic, Mar. 2, Noon | Germanic, Mar. 30, Noon
Teutonic, Mar. 9, Noon | Teutonic, April 6, Noon
Britannic, Mar. 16, Noon | Britannic, Apr. 13, Noon
Majestic, Mar. 23, Noon | Majestic, Apr. 20, Noon
For passage, freight, and general information apply to WHITE STAR LINE, Pier 45 North River. Office, 9 Broadway, N. Y.

HOLLAND-AMERICA LINE
FOR ROTTERDAM AND AMSTERDAM, VIA BOULOGNE-SUR-MER.
S. S. Rotterdam, Saturday, March 5, 10 A. M.
S. S. Obdam, Saturday, March 12, 10 A. M.
Moderate prices, great comfort, superior accommodations. Apply for handbook and terms to Gen. Pass. Agency, 39 Broadway, New York.

ATLANTIC TRANSPORT LINE OF STEAMERS.
NEW YORK—LONDON—WEEKLY.
Sailing from pier 39, N.R., foot of West Houston St.
MANITOBA.........March 5
For freight and passage apply to NEW YORK SHIPPING CO., General Agents, Washington Building, 1 Broadway, New York.

EUROPE HOLY LAND, ROUND THE WORLD, Monthly Excursions to Europe, etc. Gazette and programmes free.
F. C. Clark, 111 Broadway, N. Y.

Direct LONDON Service.
Wilsons & Furness-Leyland Line, Ld.
Boadicea......Mar. 5th | Winifreda.....Mar. 19th
Alexandra....Mar. 12th | Victoria..........Apl. 2d
New 10,000-ton modern steamers. Superior accommodation for saloon passengers. Elegant music. Smoking and dining saloons.
SANDERSON & SON, Agents, 22 State St.

CLYDE LINE.
ALL FLORIDA POINTS, the South and Southwest. The only Steamer Line to Charleston, S. C., and Jacksonville, Florida, Without Change. Superb Passenger Accommodations. Reduced Winter Excursion Rates Now in Effect.
Comanche, Mon., Feb. 28 | Seminole, Sat., Mch. 5
Algonquin, Thurs., Mch. 3 | Iroquois, Mon., Mar. 7
From Pier 29 East River, (foot Roosevelt St.,) 3 PM.
WM. P. CLYDE & CO., General Agents, 5 Bowling Green, N. Y.
Fla. Cen. & Pen. Fast F. & P. Line via Jacksonville. Great S. Freight & Passenger Line via Charleston. T. G. EGER, General Agent, 375 Broadway, N. Y.

OLD DOMINION LINE, DAILY TO NORFOLK.
For Old Point Comfort, Norfolk, Newport News, Petersburg, Portsmouth, Pinner's Point, Richmond, Virginia Beach, Va., and Washington, D. C. Freight and passenger steamers sail from Pier 26 North River every week day, except Saturday, at 3 P. M. and Saturday at 4 P. M.
W. L. GUILLAUDEU, Vice Pres't & Traffic Mgr.

TRAVELERS' GUIDE—RAILROADS.

PENNSYLVANIA RAILROAD.

STATIONS foot of West Twenty-third Street and Desbrosses and Cortlandt Streets.

☞The leaving time from Desbrosses and Cortlandt Streets is ten minutes later than that given below for Twenty-third Street Station.

7:50 A. M. FAST MAIL.—Pullman Buffet Parlor Car New York to Pittsburg. Sleeping Car Pittsburg to Chicago. No coaches to Pittsburg.
8:50 A. M. FAST LINE.—Pittsburg and Cleveland.
9:50 A. M. PENNSYLVANIA LIMITED.—Pullman Compartment Sleeping, Dining, Smoking, and Observation Cars. For Chicago, Cleveland, Toledo, Cincinnati, Indianapolis, Louisville, St. Louis.
1:50 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Nashville, (via Cincinnati,) Chicago, St. Louis.
5:50 P. M. WESTERN EXPRESS.—For Cleveland, Chicago. For Toledo, except Saturday.
7:40 P. M. SOUTHWESTERN EXPRESS.—Pittsburg, Cincinnati, Indianapolis, St. Louis.
7:40 P. M. PACIFIC EXPRESS.—For Pittsburg and Chicago. Connects for Cleveland, except Saturday.
8:20 P. M. MAIL AND EXPRESS.—Pullman Buffet Sleeping Car New York to Altoona, East Liberty Pittsburg, and points West, daily, except Sunday. No coaches.

WASHINGTON AND THE SOUTH.
7:50, 8:20, 9:20, 9:50, (Dining Car,) 10:50 A. M., 12:50, 1:50, (3:20, "Congressional Lim.," all Parlor and Dining Cars,) 4:20, (Dining Car,) 4:50, (Dining Car,) 8:50 P. M., 12:05 night. Sunday, 8:20, 9:20, 10:50 A. M., (3:20 "Congressional Lim., all Parlor and Dining Cars,) 4:20, (Dining Car,) 4:50, (Dining Car,) 8:50 P. M., 12:05 night.
SOUTHERN RAILWAY.—"Florida Limited," 11:50 A. M. week days; Express, 4:20 P. M., 12:05 night daily.
ATLANTIC COAST LINE.—"Florida Special," 12:20 P. M. week days; Express, 9:20 A. M. and 8:50 P. M. daily.
CHESAPEAKE & OHIO RAILWAY.—4:50 P. M. daily.
FOR OLD POINT COMFORT and NORFOLK.—7:50 A. M. week days and 7:40 P. M. daily.
ATLANTIC CITY, 1:20 P. M. week days, (Desbrosses and Cortlandt Streets 1:40 P. M.) Through Buffet Parlor Car and Combined Coach.
CAPE MAY.—1:20 P. M. week days, (Desbrosses and Cortlandt Streets 1:40 P M.)
Long Branch, Asbury Park, (Interlaken, Sundays,) Ocean Grove, and Point Pleasant, (from West Twenty-third Street Station,) 8:50, 11:50 A. M., 3:20, 4:50, 11:10 P. M. Sundays, 9:20 A. M., 4:50 P. M., (from Desbrosses and Cortlandt Streets,) 9:10 A. M., 12:10, 3:40, 5:10, 11:50 P. M. Sundays, 9:45 A. M., 5:15 P. M.

FOR PHILADELPHIA.
6:10, 7:20, 7:50, 8:20, 8:50, 9:20, (9:50 Penna. Limited,) 9:50, (Dining Car,) 10:50, 11:50 A. M., 12:50, 1:50, 2:50, 3:50, 4:20, 4:20, (Dining Car,) 4:50, (Dining Car,) 5:50, (Dining Car,) 7:40, 8:50 P. M., 12:05 night. Sundays, 6:10, 7:50, 8:20, 8:50, 9:20, 9:50, (Limited,) 9:50, 10:50 A. M., 1:50, (Dining Car,) 3:50, 4:20, (Dining Car,) 4:50, (Dining Car,) 5:50, (Dining Car,) 7:40, 8:50 P. M, 12:05 night.
Ticket offices Nos. 461, 944, 1,196, 1,323, 111, and 261 Broadway; 1 Astor House; West Twenty-third Street Station, and stations foot of Desbrosses and Cortlandt Streets; 4 Court Street, 860 Fulton Street, 98 Broadway, and Brooklyn Annex Station, Brooklyn; Station, Jersey City. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.
Telephone "1274 Eighteenth Street" for Pennsylvania Railroad Cab Service.
J. B. HUTCHINSON, General Manager. J. R. WOOD, General Pass'r agent.

Central Railroad of New Jersey
Anthracite coal used exclusively. Four tracks. Automatic Block Signals. Stations in New York foot of Liberty St. and South Ferry, Whitehall St. Trains leave foot of Liberty St. On and after Feb. 20, 1898.
For Easton, Bethlehem, Allentown, Mauch Chunk, &c., 4:00, 7:15, 9:10 A. M., (12:00 M. to Easton,) 1:30, (4:40 to Easton,) 5:45, (7:30 to Easton,) P. M. Sundays, 4:30, (7:00 to Easton,) A. M., 1:00, 5:30, 6:00 P. M.
For Wilkesbarre, Pittston, and Scranton, 4:00, 9:10 A. M., 1:30 P. M. Sundays, 4:30 A. M.
For Reading and Harrisburg at 4:00, 4:30, 8:00, 9:10, (10:00, 11:30 to Reading,) A. M., 1:30, (2:00, 4:00 to Reading,) 4:30, 5:00, 5:45, (9:00 to Reading,) P. M., 12:15 night. Sundays, 4:30, (11:30 to Reading,) A. M., 1:00, 2:00, 5:30, 6:00 P.M., 12:15 night.
For Sunbury, Lewisburg, and Williamsport at 4:00, 8:00, 9:10 A. M., 1:30, 9:00 P. M. Sundays, 4:30 A. M., 6:00 P. M.
ALL RAIL ROUTE.
FOR LONG BRANCH, OCEAN GROVE, &c.
For Red Bank, Long Branch, Asbury Park, Ocean Grove, and points south to Point Pleasant, 4:30, 8:30, (10:15 Red Bank only,) 11:30 A. M., 1:30, 1:45, (3:40 Red Bank only,) 4:15, 4:40, 5:38, 6:15 P. M. Sundays, (stops at Interlaken for Asbury Park and Ocean Grove,) 9:00, (10:15 Red Bank only,) A. M., 4:00 P. M.
FOR LAKEWOOD.
4:30, 8:30, 10:15 A. M., 1:45, 3:40, 4:40, (5:38 Saturdays only,) P. M Sundays, 10:15 A. M.
For Toms River, Barnegat Park, and Barnegat, 4:30, 8:30 A. M., 1:45, 4:40 P. M. Sundays, 10:15 A. M.
For Atlantic City, Vineland, and Bridgeton, 4:30 A. M., 1:45 P. M.
For Monmouth Beach and Seabright, 4:30, 8:30, 11:30 A. M., 1:30, 1:45, 4:15, 4:40 P. M.

ROYAL BLUE LINE.
FOR PHILADELPHIA, BALTIMORE, AND WASHINGTON.
From foot of Liberty St.
Week days, 4:30, 8:00, 10:00, (11:30 Dining Car,) A. M., 2:00, 3:30, (5:00 Dining Car,) 6:00 P. M., 12:15 mdt. Sundays, 4:30, 10:00, (11:30 Dining Car,) A. M., 2:00, (5:00 Dining Car,) 6:00 P. M., 12:15 mdt. Additional trains for Philadelphia, week days, 9:00 A. M., 1:30, 4:00, 4:30, 7:30, 9:00 P. M. Sundays, 9:00 A. M., 4:00 P. M.
BOATS LEAVE SOUTH FERRY, WHITEHALL ST.
Week days, 7:10, 7:55, 8:25, 8:40, 8:55, 9:08, 9:20, 9:35, 10:00, 10:15, 10:45, 11:08, 11:30, 11:55 A. M., 12:25, 12:45, 1:00, 1:25, 1:40, 2:00, 2:25, 2:55, 3:25, 3:35, 3:55, 4:25, 4:35, 4:55, 5:25, 5:55, 6:10, 6:25, 6:55, 7:25, 7:50, 8:25, 9:10, 9:55, 10:55, 11:40 P. M., 12:15 mdt. Sundays, 7:00, 8:55, 10:00, 11:30 A. M., 12:00 M., 12:55, 2:00, 2:30, 3:00, 3:55, 4:20, 4:55, 5:25, 6:00, 6:30, 7:25, 8:25, 9:20, 9:55, 10:55 P. M., 12:15 mdt.
Tickets and parlor car seats at foot of Liberty St. Whitehall St., 113, 172, 261, 434, 944, 1,140, 1,323 Broadway, 737 6th Av., 31 East 14th St., 153 East 125th St., 273 West 125th St., 251 Columbus Av., New York; 4 Court St., 860 Fulton St., Brooklyn; 98 Broadway, Williamsburg. The N. Y. Transfer Co. will call for and check baggage from hotels or residences to destination.

ERIE RAILROAD
Through trains leave New York, foot of Chambers St., as follows, and five minutes earlier from West 23d St.:
9:00 A. M.—Vestibuled Express daily for Binghamton, Waverly, Elmira, Buffalo, Bradford. Arrives Buffalo 8 P. M. Parlor car to Buffalo.
2:00 P. M.—Vestibuled Limited Fast Mail daily. Solid train for Chicago. Arrives Cleveland 7:40 A. M., Chicago 5 P. M. Sleepers to Chicago, Cleveland, and Cincinnati. Dining Car.
7:30 P. M.—Buffalo and Cleveland Vestibuled Express daily. Arrives Buffalo 7:05 A. M., Bradford 7:17 A. M., Jamestown 7:00 A. M., Cleveland 12:30 P M. Sleepers to Buffalo and Cleveland, making direct connection for Detroit, Chicago, and the West. Café Library Car.
8:45 P. M.—Solid train to Chicago. Sleepers to Hornellsville, Chicago, and Cincinnati. Dining Car.
Tickets, Local Time Cards, and Pullman accommodations at 111, 113, 261, 401, and 957 Broadway, 127 Bowery, 156 East 125th St., and 61 West 156th St., Chambers and West 23d St. Ferries, New York; 333 and 726 Fulton St., 106 Broadway, Brooklyn; 200 Hudson St., Hoboken, and Jersey City Station. Westcott Express calls for and checks baggage from hotels and residences to destination.

TRAVELERS' GUIDE—RAILROADS.

"AMERICA'S GREATEST RAILROAD."
NEW YORK CENTRAL & HUDSON RIVER R. R.
THE FOUR-TRACK TRUNK LINE.
DIRECT LINE TO NIAGARA FALLS.
All through trains stop at Albany, Utica, Syracuse, Rochester, and Buffalo.
Trains leave Grand Central Station, 42d Street and Fourth Avenue, as follows:
8.30 A. M.—Daily, except Sunday. Famous EMPIRE STATE EXPRESS, LIMITED, Fastest train in the world. Due Buffalo 4:45 P. M. Niagara Falls 5:32 P. M., Toronto 8:20 P. M. This train is limited to its seating capacity. Connects at Utica for Adirondack Mountains and Montreal.
8.45 A. M.—FAST MAIL.—Daily, for Poughkeepsie, Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, and Cleveland.
10.00 A. M.—NORTH SHORE LIMITED. Daily. 24-hour train to Chicago, via Michigan Central route; due Buffalo 8:40 P. M., Niagara Falls 9:30 P. M., Chicago 9:00 A. M. Carries sleeping and drawing room cars only.
10.30 A. M.—DAY EXPRESS, except Sunday. For Buffalo and all important New York State points.
1.00 P. M.—SOUTHWESTERN LIMITED. Daily.—For Columbus, Cincinnati, Indianapolis, and St. Louis. Stops at Poughkeepsie.
1.00 P. M.—CHICAGO SPECIAL. Daily—For Detroit, Cleveland, Toledo, and Chicago. Stops at Poughkeepsie and Schenectady.
3.30 P. M.—TROY AND ALBANY SPECIAL, except Sunday.—For Garrisons, West Point, Poughkeepsie, Albany, and Troy.
5.00 P. M.—LAKE SHORE LIMITED. Daily—24-hour train to Chicago, via Lake Shore route and Buffalo; due Cleveland 7:15 A. M., Toledo 10:45 A. M., Chicago 4:00 P. M. This train connects at Cleveland for Cincinnati, due 4:56 P. M., and at Toledo for St. Louis, due 10:15 P. M.; due Kansas City next morning. Carries sleeping and drawing room cars only.
6.00 P. M.—WESTERN EXPRESS, daily—For Niagara Falls, Cleveland, Toledo, Detroit, Chicago, Cincinnati, and St. Louis.
6.25 P. M.—NORTHERN EXPRESS, Daily—For Troy, Plattsburg, Burlington, Montreal, and, except Saturday nights, Ottawa.
7.30 P. M.—BUFFALO SPECIAL, daily—For Adirondack Mountain Points and Montreal, via Adirondack Division; and for Rochester, Buffalo, Niagara Falls, Toronto.
9.00 P. M.—SPECIAL LIMITED MAIL, daily (sleeping car passengers only) for points on Fall Brook Railway, via Lyons, and for Rochester, Buffalo, Cleveland, Indianapolis, and St. Louis.
9.15 P. M.—PACIFIC EXPRESS, daily—For Syracuse, Oswego, Watertown, Ogdensburg, Buffalo, Niagara Falls, Cleveland, Toledo, Chicago, and, except Saturdays, for Cape Vincent and the Auburn Road.
12.10 Night.—MIDNIGHT EXPRESS. Theatre train for Chicago and principal points on the New York Central, every night except Sunday nights. Sunday nights Chicago sleepers leave on 9:15 train.
9:10 A. M. and ... P. M.—Daily, except Sun... [illegible]
Telephone "2790 Thirty-eighth Street" for New York Central Cab service.
Baggage checked from hotel or residence by the Westcott Express Company.
JOHN M. TOUCEY, General Manager. GEORGE H. DANIELS, General Passenger Agent.

WEST SHORE R. R.
Trains leave W. 42d St. Station, N. Y., as follows and 15m. earlier from foot Franklin St.:
10:15 A. M. Daily, for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Fort Wayne, Toledo, Cleveland, and Chicago.
6:00 P. M. Daily, for Albany, Montreal, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago, and St. Louis.
7:45 P. M. Daily, except Sunday, for Syracuse, Rochester, and Buffalo.
8:15 P. M. Daily, for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago, and St. Louis.
Time table at principal hotels and offices.
C. E. LAMBERT, General Passenger Agent, 5 Vanderbilt Av., New York.

DELAWARE, LACKAWANNA AND WESTERN
Stations in New York foot of Barclay and Christopher Streets.
VESTIBULED TRAINS, PULLMAN BUFFET CARS, PINTSCH LIGHT.
Direct route to NEWARK, BLOOMFIELD, MONTCLAIR, THE ORANGES, Summit, Bernardsville, Basking Ridge, Madison, Morristown, Passaic, Paterson, Boonton, Dover, Stanhope, NEWTON, BUDD'S LAKE, LAKE HOPATCONG, Hackettstown, SCHOOLEY'S MOUNTAIN, Washington, PHILLIPSBURG, EASTON, WATER GAP, STROUDSBURG, Pocono Mountains, SCRANTON, PITTSTON, WILKESBARRE, NANTICOKE, DANVILLE, NORTHUMBERLAND, Montrose, BINGHAMTON, OXFORD, NORWICH, Cortland, SYRACUSE, OSWEGO, ITHACA, OWEGO, ELMIRA, CORNING, BATH, DANSVILLE, BUFFALO, and all points WEST, NORTHWEST, and SOUTHWEST.
8:00 A. M.—BINGHAMTON MAIL. Stops at principal stations.
10:00 A. M. (café car)—BUFFALO, SCRANTON, BINGHAMTON, OWEGO, ITHACA, ELMIRA, UTICA, RICHFIELD SPRINGS, SYRACUSE, and OSWEGO EXPRESS. Pullman Palace Cars. Connecting at Buffalo with trains for Chicago and points West.
1:00 P. M.—SCRANTON, BINGHAMTON, and ELMIRA EXPRESS. Pullman Buffet Parlor cars.
4:00 P. M.—SCRANTON, WILKESBARRE, and PLYMOUTH EXPRESS. Pullman Buffet Parlor cars.
7:00 P. M. (daily)—BUFFET VESTIBULED LIMITED EXPRESS for SCRANTON, BINGHAMTON, ELMIRA, BUFFALO. Pullman Buffet Sleeping Car, Connecting at Buffalo with trains for Chicago and points West.
8:30 P. M. (daily)—BUFFALO EXPRESS. Pullman Sleepers for SCRANTON, BINGHAMTON, ELMIRA, BATH, MT. MORRIS, and BUFFALO, arriving Buffalo 8 P. M.
9:30 P. M. (daily)—BUFFALO, SCRANTON, BINGHAMTON, OWEGO, ITHACA, ELMIRA, SYRACUSE, UTICA, and OSWEGO EXPRESS. Pullman Buffet Sleepers.
TICKETS AND PULLMAN ACCOMMODATIONS at Henry Gaze & Sons, Ltd., 113 Broadway, 14 Park Place, 429 Broadway, and 942 Broadway. Tickets at Ferry Stations, 111 Fourth Av., cor. 12th St.; 61 West 125th St., 235 Columbus Av., New York; 338 and 726 Fulton St. and 106 Broadway, Brooklyn. Time tables, giving full information, at all stations.
Westcott's Express Company will call for and check baggage from hotel or residence to destination.

LEHIGH VALLEY SYSTEM
Station foot of West 23d St., (Penn. R. R.,) Cortlandt, or Desbrosses St.
*Indicates time from West 23d St. Other figures show time from Cortlandt or Desbrosses St.
*6:10, 6:20 A. M. daily, (Sundays *6:45, 7 A. M.,) for EASTON and intermediate stations.
*7:50, 8:15 A. M. daily for WILKESBARRE, SCRANTON, (week days,) ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, and the West, and principal local points; dining-car and chair-car to Buffalo.
*11:50, 12:00 noon daily, except Sunday, **"BLACK DIAMOND EXPRESS."**
Arrives Buffalo 9:55 P. M. Pullman Vestibule Day Coaches and Parlor Car. Dining-Car Service. Meals a la Carte. Connects at Buffalo with through Sleeper to Detroit and Chicago.
*12:50, 1:00 P. M. daily for EASTON, MAUCH CHUNK, WILKESBARRE, SCRANTON, (week days,) PITTSTON, and coal branches. Chair Car to Mauch Chunk.
*3:50, 4:10 P. M. daily, except Sunday, for WILKESBARRE, PITTSTON, SCRANTON, and principal intermediate stations. Connects for all points in coal regions. Pullman Buffet Parlor Car to Wilkesbarre.
*3:50, 4:20 P. M. daily, except Sunday, for Mauch Chunk and intermediate stations. Chair-car to Easton.
*4:50, 5:15 P. M. Sundays only for MAUCH CHUNK and intermediate stations.
*5:50, 6:10 P. M. daily, except Sunday, for EASTON and principal intermediate stations.
*6:50, 7:00 P. M. daily for BUFFALO, NIAGARA FALLS, and all points West. Pullman sleeper vestibule train N. Y. to Chicago. Sleepers to Buffalo and Toronto.
*7:40, 8:00 P. M. daily, except Sunday, stopping only at SOUTH PLAINFIELD, EASTON, BETHLEHEM, MAUCH CHUNK, SAYRE, GENEVA, ROCHESTER, BATAVIA, BUFFALO, and TORONTO. Pullman Sleeper for Buffalo. None but sleeping-car passengers carried. No baggage carried.
*8:50, 9:00 P. M. daily for WILKESBARRE, ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, and all points West. Pullman Sleeper to Ithaca.
Additional local trains daily, except Sunday, for SOUTH PLAINFIELD, BOUND BROOK, and intermediate points leave as follows: *8:20, 8:30, *10:20, 10:50, *10:20, 10:30 (Sundays only) A. M., *2:20, 2:30, *4:50, 5:20, and *6:20, 6:30 P. M.
Tickets and Pullman accommodations at 113, 261, 273, 355, 944, and 1,323 Broadway, 31 E. 14th St., 156 E. 125th St., 127 Bowery, N. Y.; 860 Fulton St., 4 Court St., 98 Broadway, and Brooklyn Annex, Brooklyn.
N. Y. Transfer Co. will call for and check baggage from hotel or residence to destination.

BALTIMORE & OHIO.
Leave New York, Whitehall Terminal, South Ferry, and foot of Liberty Street.
*Daily. †Except Sunday. ‡Sundays.
CHICAGO, *4:30 A. M., *2:00 P. M., *12:15 night.
PITTSBURG, *4:30 A. M., †3:25 P. M., ‡2:00 P. M., *12:15 night, (4:30 A. M. Liberty St. only.)
CINCINNATI, ST. LOUIS, *10:00 A. M., *5:55 P. M.
WASHINGTON, BALTIMORE, †7:55, *10:00, (Diner,) *11:30 A. M., (Diner,) *2:00, (Diner,) †3:25, (Diner,) *4:55, (Diner,) *5:55 P. M. and *12:15 night.
NORFOLK, †11:30 A. M.
NEW ORLEANS, †3:25, ‡2:00 P. M. (through sleeper.)
All trains are illuminated with Pintsch Light. Offices: 113, 172, 261, 434, 1,140 B'way, 31 E. 14th St., 127 Bowery, N. Y.; 339, 344 Fulton St., Brooklyn; Whitehall Terminal. Baggage checked from hotel or residence to destination.

THE NEW YORK TIMES.
"All the News That's Fit to Print."

THE BANKS OF THE STATE

Their Condition for Last Year Reported Upon by Superintendent F. D. Kilburn.

THE SAVINGS INSTITUTIONS

Twenty-seven and Three-fourths of the Population Are Depositors—Personal Loan and Trust Associations.

Frederick D. Kilburn, State Superintendent of Banks, has just issued his annual report covering the year 1897. It will be transmitted to the Legislature this morning. Part of this report relative to the statistics of deposits in savings banks was given out Feb. 11, by Superintendent Kilburn and published in THE NEW YORK TIMES the next day.

The total accounts in the savings banks, according to the report, represent about 27¾ per cent. of the entire population of the State. It also shows that of the population of the counties in which there are savings banks one in every three is a depositor. Upon this condition the Superintendent remarks: "A proportion of these belongs undoubtedly outside the classes which the system is particularly designed to serve, but this is certainly not large, and the great mass of depositors are the comparatively poor, who need its fostering care."

He points out that many of these depositors are persons "whose earnings above the daily demand for sustenance are too meagre for profitable independent investment, and whose ignorance of business methods makes them incapable of successful self-management."

The savings banks of New York carry, according to the report, "over $100,000,000 of United States bonds, or nearly an eighth of the entire public debt, and they are the property of savings banks' depositors. The conception of this fact cannot in the nature of things be as clear and strong in cases where the ownership of public securities by a savings bank depositor is through the intermediary of the institution, inasmuch as the average depositor is apt to regard the bank itself as his debtor, without thought of the latter's dependence upon the political divisions in whose bonds his funds—not the savings bank's, for under the New York laws the latter has none—are invested. Still, the actual fact is being gradually borne in upon him, and is continually exerting a beneficent influence. It tends to impress upon such depositor that he is a [illegible] factor in the State, that to be a capitalist is not necessarily criminal."

Forty-four Trust Companies.

It is shown that on Jan. 1 of this year there were forty-four trust companies actively engaged in business in this State, five of them having been organized in 1897. Three of the new trust companies are in this city, namely, the American Deposit and Loan Company, the Colonial Trust Company, and the North American Trust Company. The total capital of the trust companies of the State is $33,100,000; their total resources are given as $483,739,925; surplus fund, $47,491,701; undivided profits, $7,813,229; deposits in trust, $185,099,694, and general deposits, $198,229,029.

The associations for loaning money upon a pledge or mortgage of personal property now number forty-seven, an increase of eleven since Sept. 30, 1897. Superintendent Kilburn says: "The effect of the statute authorizing these associations is to confer pawnbroking powers and also to legalize usury on chattel mortgages in counties which contain a city having a population of more than 25,000.

"The statute authorizing these organizations confers upon me no supervisory powers over them except in the event of their accumulating a surplus amounting to 50 per cent. of their capital, a condition which the figures quoted do not indicate will ever be permitted to occur as long as officers can be found who are willing to draw salaries."

The Superintendent makes a number of recommendations. As to personal loan associations, he says:

"No class of institutions under the supervision of this department makes anywhere near the percentage of profits that is shown by the personal loan associations, and yet these alone do not contribute toward defraying the department's expenses. I earnestly recommend that every such association be required to pay to this department a fee of $5 for the examination and approval of the bond which it is prescribed they shall file with me annually, and also a fee of $2 for the examination of each annual report."

Against a Tax on Savings Banks.

He urges the necessity of fostering the savings institution, and says:

"The report of the State Board of Tax Commissioners transmitted recently to the Legislature, though disavowing any definitive recommendation on the subject, implies approval of the plan in force in Massachusetts of imposing a small uniform tax directly upon the savings banks, based upon the average of deposits held by them. I protest that nothing along this line ought to find favor with your honorable body. At least not while other personalty commonly escapes assessment, and other financial corporations possess the tax immunities conferred upon them, should the savings bank be singled out for taxation. It is conceded that not more than a seventh of the assessable personal property held in the State is in evidence on the tax rolls, and while this general evasion continues is it likely to increase popular respect for government, does it appeal to the American disposition to give special consideration to the weak and unfortunate, or is there a single element of justice inherent in it anywhere, in directing the first effort toward remedying the evasion of taxation which attaches to personalty against those whose accumulations average but paltry hundreds at the most, and were acquired as petty savings by severe self-denial? While out of the abundance of the rich so little is taken, shall the State wrest from the poor a percentage of the mite that is their all?"

Has $85,000 in Dormant Accounts.

Mr. Kilburn calls attention to the "downward tendency of interest rates," and says that this "forces the apprehension that the rate of dividends must go still lower."

As to "dormant accounts," the Superintendent says:

"The list of persons to whom such money is due [by the State] has been widely published, and, besides, the general statement has been more than once given to the press that over $85,000 of such funds are in my hands ready to be paid over upon proof of the rights of claimants thereto. Yet not one claimant applies himself for payment where a dozen are applied for by attorneys who charge 50 per cent. for making the collection, notwithstanding it involves little labor beyond the writing of a letter.

"Another false idea tenaciously held in many quarters is that dormant accounts pay for costly bank buildings. The estimated market value of all the savings bank buildings in the State is over $11,000,000, or almost eight times the total amount of the dormant accounts."

AMATEUR ROBBER THWARTED.

James Shields Tries to Wrest Money from a Man in Brooklyn.

William Kelly, a watchman in the employ of Wolff Brothers, dealers in horses at 280 North Seventh Street, Brooklyn, had an exciting experience last evening with a man who wanted to rob him of checks and promissory notes aggregating $738.25. Kelly received the checks and notes from Armand Wolff, a member of the firm, and meant to go to New Jersey last night to get some horses.

He went to the stable of his employer at 6:30 o'clock last evening to make preparations for his departure. After unlocking the office door a young man who proved to be James Shields of 51 Kent Avenue succeeded in entering unobserved. He stepped up to Kelly, and grabbing him by the shoulders, said: "You've got $1,500, and I want it. Now hand it over, quick."

Kelly broke the hold upon him and fought with the intruder. He also shouted for help. Shields managed to free himself and ran out of the place, pursued by Kelly. Policeman Meehan joined in the chase, and after a run of nearly half a mile captured the fugitive. At the station house Shields was too frightened to answer questions. He was locked up on the charge of robbery. He has a wife and two children.

2,000 WOMEN FORM A CLUB.

Employes of Wanamaker's Select Committees and Are Ready for Permanent Organization.

The formation of the organization of women employed in the Wanamaker store is progressing rapidly. The name has not yet been finally chosen, but it will probably be the Wanamaker Business Woman's Club.

The club was suggested and has developed among the women in the store, without the advice or assistance of anybody else. Its membership will be limited strictly to the employes, and the purpose is the promotion of their good by mutual effort and association. The physical welfare, mental relaxation, and personal comfort of the members constitute the announced objects. These are taken as including the development of such talents as the members possess—musical, artistic, dramatic, or literary. The 2,000 women directly interested want something outside of their work and store gossip to amuse themselves and occupy their minds in out-of-store hours.

So far committees have been organized as follows: Reception Committee, to meet and introduce all new-comers and make them feel at home; Comfort Committee, to aid and comfort the sick and ailing, in and out of the store; Gymnasium Committee, to prepare a place for recreation and exercise inside the store; Bicycle Committee, to organize a bicycle club; Library Committee, to prepare and arrange for a club reading room and library; Instruction Committee, to prepare forty-five-minute talks on various subjects three times a week. The first course of talks has already been mapped out. It is on parliamentary law and procedure, and is intended to give the women ideas of how to conduct their meetings in proper order.

The meeting for final organization will be held in a few days. The movement has received the hearty and practical support and encouragement of the firm.

HOMEWOOD'S BURGLAR SCARE.

"Tall and Short" Men Ransack Houses, and Only Two Watchmen of Like Stature in the Locality.

Homewood is a pretty and picturesque little settlement in the Thirtieth Ward of Brooklyn, and is populated chiefly by men doing business in Manhattan and the lower part of Brooklyn. Heretofore life in Homewood has been quiet and uneventful, but now the inhabitants are wrought up to a pitch of excitement never known before in all their restful lives. Mingled with the excitement is a certain feeling of pride, and Homewood residents now stand a little straighter and have an added dignity of bearing, for Homewood is the lineal successor of Chicago in the possession of a long and short man.

In addition to a long and a short burglar, Homewood has a long and a short watchman, and its police protection practically stops there. Hence Homewood is a good field for the long and the short man, but hitherto their efforts, though praiseworthy and persevering, have been rewarded with a gross receipt of only $11.

About ten days ago they entered the residence of a man named Sanders, in Sixty-eighth Street, near Sixteenth Avenue, and purloined $8 and some rings. Next they visited the home of Hugh Butler, at Seventieth Street and Seventeenth Avenue, but something frightened them away, and they went to another house, but failed to get anything. On last Friday they got into the house of a man named Harris, and stole $3. A curious thing about their operations is that they always seem to know where the purse of the woman of the house is concealed, and aim straight for that, although it is an established fact that the purse of the average woman contains, as a rule, little except coppers and other small change and wads of samples.

Late Saturday night Mrs. Thomas A. Powell of 1,650 Sixty-ninth Street, who has not slept since the burglar scare began, was lying awake listening for burglars. Suddenly she heard soft steps coming up the stairs. She instantly awoke her husband, crying, "Tom, I hear burglars!"

Tom leaped out of bed, grabbed his revolver, and shot down the stairways like a meteor. Before him were two fleeing forms, one tall and one short. Tom leveled his revolver and fired a shot, which he avers went between the legs of the short man, who was behind, and of the tall man, who was in front. A turn in the banisters hid them from sight for a moment, and when he arrived in the lower hall they were gone. He ran to the front door and saw them scurrying across the street. He pulled the trigger, but it went a little hard and the muzzle was elevated. The bullet went crashing into the second-story window of the house opposite, which belongs to Policeman Richter, and missed the heads of his two sleeping boys by a few inches.

Richter, suddenly awakened, darted to the window, put his head out, and shouted, "What's the matter?" The only answer was a fusillade from Powell. Nobody was hit, and the long and short man vanished into the darkness.

The long and the short watchman are much exercised over the persistence of the long and short burglars. The watchmen formerly watched with lanterns, which apprised the burglars of their coming. In view of the alarming nature of the situation, they have now dispensed with the lanterns and watch in the dark. They lurk in black passageways and dart out suddenly when they hear sounds, but the sounds have receded into the distance by the time they are worked up to the pitch of action.

LONGSHOREMEN FORM A UNION.

Movement in Opposition to Edward McHugh's Association on Foot.

A meeting of longshoremen to demand an increase of wages and to form a union to oppose Edward McHugh's American Longshoremen's Union was held yesterday afternoon at 51 South Street.

Michael Foley, the organizer of the new union, said that its members were going to demand 40 cents an hour for their work, the rate of wages that was paid about fifteen years ago. The old union, they said, had made an agreement with the employers to work for 30 cents an hour when it could easily have got 40 cents. McHugh was denounced as a man who was seeking only his own interests.

"PASSION PLAY" SCENES.

Mr. Dixon Opens a Series of Illustrated Lenten Lectures.

The Rev. Thomas Dixon, Jr., pastor of the People's Church, delivered last night in the Academy of Music the first of a series of illustrated Lenten lectures on "The Story of Jesus and Its Challenge to the Centuries." Many of the illustrations are kinopticon reproductions of scenes from the Passion Play.

The only references to current events were parenthetical. The lecturer remarked that at this time, when one of the great kingdoms of the earth had committed itself to warfare against the Jews, it was well for Christians to remember that Christ was a Jew, the son of a Jewish woman, and obedient to Jewish law. Just before the picture representing the plot of the priests was displayed, Mr. Dixon called out: "We will now have a glimpse of the first great heresy trial!" The attendance was good and the tone of the lecture and the demeanor of the audience were reverent.

STABBING ON THE BOWERY.

Peter Hern, a Lodging House Clerk, Wounded by Allen Kavanagh.

Peter Hern, fifty-one years old, clerk of the lodging house at 283 Bowery, known as the Palace Hotel, was stabbed, perhaps fatally, last night by Allen Kavanagh, a habitue of that part of the city without home or occupation.

Kavanagh lived at the Palace Hotel until six weeks ago, when he was summarily ejected for non-payment of room rent, and warned to stay away. He entered the place last night and attempted to get a room, and was ordered out by Hern. He refused to go, and Hern, with the assistance of several of the guests, threw him downstairs. Kavanagh was not seriously hurt. Half an hour later Hern came down the stairs on his way to supper. Before he knew what had happened, Kavanagh had plunged a knife twice into his groin. Hern cried for help, and turned to fight his assailant, who plunged the knife into his abdomen. Hern staggered up the stairs to his desk, and fell in front of it unconscious.

Detectives Larkin and Farrel of the East Fifth Street Police Station arrived in time to catch Kavanagh.

Hern was taken to Bellevue Hospital in a serious condition, and it is believed he cannot live. Kavanagh was locked up in the East Fifth Street Police Station.

BRICK CHURCH CELEBRATED

Fifteenth Anniversary of the Pastorate of Dr. Henry Van Dyke Duly Honored.

CHOICE BOOKS PRESENTED HIM

Grand Electric Organ Is Also Dedicated in the Pastor's Honor by the Congregation—Letter of Well Wishes Read.

The celebration of the fifteenth anniversary of the pastorate of the Rev. Dr. Henry Van Dyke of the Brick Presbyterian Church, at 410 Fifth Avenue, was held yesterday morning at 11 o'clock. This event was postponed from the previous Sunday, owing to the illness of the pastor. A feature of the celebration was the dedication of the great new electric organ, which was purchased by the congregation at a total expense of $11,000, and which was built by George S. Hutchings of Boston. The church was overcrowded early, and throughout the services, which lasted two hours, many were compelled to stand.

The Rev. Dr. Van Dyke presided, and the Rev. James M. Farr, Jr., assisted. A special musical programme had been prepared commencing with the organ selection "Grand Choeur," by Guilmant. The organ voluntary was "Berceuse," by Salome, and the postlude was Dubois's "Sortie." The anthem by the congregation was Tours's "O Joyful Light," and the concluding hymn, "Hark, Hark, My Soul," by Smart.

In his sermon, Dr. Van Dyke referred to the occasion of the celebration, and remarked how the church had increased in membership. He hoped, he said, to be able to speak the same way in fifteen more years to come.

His text was selected with reference to the organ dedication from Colossians, iii., 16—"Let the word of Christ dwell in you richly in all wisdom; teaching and admonishing one another in psalms and hymns and spiritual songs, singing with grace in your heart's unto God."

Music, he said, was the earthly echo of heavenly voices. He extolled the organ as the best musical instrument for the house of God, because of the sublimity of its tones and the scope of its power. He also praised congregational singing as a symbol of unity and the harmony of the life of Christ. The words of dedication were spoken briefly at the conclusion.

Then the pastor was presented with two choice editions of Chaucer and Jefferies, and a letter signed by all the officers of the church, and reading:

"Dear Dr. Van Dyke: The fifteenth anniversary of your coming to the Brick Church deserves special recognition. We beg your acceptance of the books which accompany this communication, as a slight token of our affection and esteem. The highest eulogy which those who work can receive comes from their work when well done. That your labor for us is deserving all praise, you cannot fail to know. It is pleasant to be permitted to point to it at this time. You found us few in numbers; weak, despondent. To-day our numbers are full, our church is strong, and we look with all confidence to the future.

"In God's providence, the change is due to you. But in a better sense than from the material side has the church progressed under your ministry. Its activity has made rapid strides; its usefulness has widened in innumerable directions; its people, in common attachment to you, have been drawn into closer common life for the upbuilding of the Kingdom of God.

"We have shared your successes; we are proud of the high position which you have achieved. Your fame has shed reflected lustre on us. We must not forget that all has not been sunshine during these fifteen years; clouds at times have crossed the sky. We have sympathized with you in your bereavements. We have felt in our own sorrows your gentler touch; for you, too, have been called on to mourn.

"And yet how kind has God been! Our prayer is that He will keep you in health and that He will shed His choicest blessings on you and yours, and that He will long spare you to continue among us your labors which have been so abundantly blessed.

"Pledging anew our love and fealty, we are, dear Dr. Van Dyke, the representatives of your united people."

The inscription on the new organ is as follows:

This Organ was Presented to
THE BRICK CHURCH
in Gratitude for the Ministry of
HENRY VAN DYKE
On the XV. Anniversary of his Pastorate.

Dedicated to the Praise of God,
February XXVII.,
MDCCCXCVIII.

The instrument contains forty-five speaking stops. There are 3,072 pipes. The console, or desk, is detached from the organ proper, is on casters, and can be placed in any part of the church. The action is electro-pneumatic and is wonderfully light and quick to respond. Communication between the keys at the desk and the pipes is established by means of a cable and the organ can be played at a distance.

The facility for quick control of the organ is said to be exceptional. Equality of voicing is obtained by different wind pressures, the great organ being on four-inch pressure, the swell reeds five, and the pedal reeds on seven-inch. The instrument is said to be one of the finest in the country.

SERVICE FOR MR. HUBER.

Eulogies Pronounced in the St. James Lutheran Church.

Memorial services commemorative of the late Frederick T. Huber of 12 East Seventy-second Street, and whose funeral will be held this morning at 10 o'clock, were held yesterday afternoon in the St. James Lutheran Church, Madison Avenue and Seventy-third Street. The pastor, the Rev. J. B. Remensnyder, presided.

Mr. Huber was the head of the firm of Huber & Co., at 13 Water and 15 Front Streets. For many years he was a Deacon in the St. James Church, and was noted for his activity in the Lutheran League.

Delegations from all the leagues of the city were present, including President E. F. Eilert of the National organization. Former Mayor Schieren of Brooklyn, Jacob Miller, and the Rev. J. F. W. Kitzmeyer were also in attendance.

Brief eulogies were pronounced by the Rev. John A. W. Hayes, of St. Paul's Lutheran Church, the Rev. A. Armand Miller of the Church of the Holy Trinity, the Rev. Dr. G. U. Wenner of Christ Lutheran Church, and the benediction was given by the Rev. F. H. Knuber, whose church is at Edgecombe Avenue and One Hundred and Thirty-eighth Street.

All spoke of the dead man's great liberality and of his sterling Christian character. The church was filled with the members of the congregation and the visiting delegations.

NEW THOUGHT OF GOD'S WORD.

Dr. Slicer and the Rev. S. A. Eliot Speak in All Souls' Church.

The second of the series of four Sunday vesper services arranged by the Unitarian Club in co-operation with the Unitarian churches of this city was held last evening in All Souls' Church, Fourth Avenue and Twentieth Street. The feature of these services is the delivery of two addresses each evening—one by the Rev. Thomas R. Slicer, pastor of All Souls', and the second by a minister from some other Unitarian congregation. Every seat in the handsome edifice was occupied when Dr. Slicer and the Rev. Samuel A. Eliot made their addresses.

Both preachers dwelt on "The New Thought About the Word of God," Mr. Eliot dealing with it "as spoken to all men," and Dr. Slicer "as understood by each man." The order of service also included prayer, reading of the Scriptures, and congregational hymns. Mr. A. J. McClintock (tenor) sang Barnby's "The Soft Southern Breeze" and a violincello solo "Berceuse," (Godard,) was rendered by Miss Littlehales.

"The old thought," said Dr. Slicer, "was that the Word of God was told to a few, who might tell it to a few more, and so a kind of close corporation known as the priesthood of religion grew up, who knew what God meant and sometimes refused to tell it at all. And so it was that men were left in the dark who needed light, unless they could pay for the light which they could not kindle. The new thought says that every man carries his own flint and steel, carries his power of illumination about his person, and within the time of his own intelligence he can kindle a flame that answers as the waters answer the stars and as the radiant earth foretells the coming of the radiant day. This is the Word of God understood by each man."

In his address the Rev. Samuel A. Eliot said:

"If any one of you were to ask me to-night whether I believe in God or not, I should have honestly to say to you, that depends on what you mean by God, so diverse, so irreconcilable are the different conceptions of God held in the Christian Church."

He did not, he added, believe in the conception of God of the Old Testament—the Jewish Jehovah, an Oriental autocrat, who is jealous, fickle, petulant, who could be appeased by sacrifice, and who loved the smell of burnt offering. He did not believe in the God set forth in the mediaeval creeds.

"No man has ever arisen," said Mr. Eliot, "who could clearly define or analyse that curious conception of the interior structure of Deity, the Father, Son, and Holy Ghost, coeternal, coequal, uncreated, and unlimited."

Nor did he believe in the Calvinistic conception of God—"a God who created a world He could not control, and who permitted his helpless children to fall under the curse of Sin, and who doomed to eternal fear the great majority of human kind."

ITS THIRTIETH ANNIVERSARY.

The Eleventh Street Methodist Church Fittingly Celebrates.

The thirtieth anniversary of the Eleventh Street Methodist Episcopal Church was observed with appropriate ceremonies last night. The church is at Eleventh Street and Avenue B. It was filled with the members of the congregation and a hundred or more children of the Sunday school. The pastor, the Rev. Dr. F. F. Upham, assisted by the Rev. Dr. F. M. North, conducted the services.

The pastor gave the reports of the church work for the period passed and made an appeal for a continuance of the members' loyalty and devotion. Dr. North paid a compliment to both pastor and people, and expressed the hope that the years to come would show as great a degree of progress as the quarter of a century just closed. Song and prayer filled out the evening's devotion.

THE RIGHTS OF THE PEOPLE.

Father Ducey Says that the Masses Will Soon Demand Justice and Get It.

Father Ducey, pastor of St. Leo's Catholic Church, in East Twenty-eighth Street, near Fifth Avenue, delivered the first of a series of Lenten sermons yesterday at the 11 o'clock mass. The title of the sermon was "The Church of Christ in Apostolic Times Contrasted with Our Times." He said, in part:

"The most important centres of Christian civilization to-day are these United States, England, France, Germany, Russia, Belgium, Spain, Italy, and Portugal. Look at them. Do they truly represent, as nations, the civilization Jesus Christ came into this world to found? What do we see among them? Art cultivated by the few, literature by the few, science by a few, and inordinate wealth, greedily grasped, in the hands of a few. Is Christian happiness the lot of all these nations? No.

"Do we not see degradation, poverty, and prostitution of all that should be true and holy? Do we not see the vast multitude crushed, bleeding, and hopeless? Do we not see the kingdom of the devil, the kingdom of greed, the kingdom of lust uppermost, and struggling virtue, struggling manhood, struggling womanhood, struggling childhood, tied to the chariot wheels of those enslaving powers of lust, greed and avarice? Do we not see the struggling powers of virtue deprived of the liberty of the children of God, yet by the grace of God struggling for the attainment of those virtues of liberty and truth taught to the hopeless by Jesus Christ?

"No sane man and no true woman enlisted in the ranks of intellectual or bodily labor can question the accuracy of the statement that in this nineteenth century the Christian world has evolved into a condition where a great step must be taken by churches and governments for the solution of the greatest question which has ever presented itself for solution to Christian civilization—I mean the labor question, the social question, the emancipation of God's people from industrial slavery.

"We have arrived at a point in the world's history when, to use the words of the Holy Father, Leo XIII., a perverted civilization, which is more barbaric than Christian, regards man as a machine to be ground down and not a child of God with an immortal soul. Men and women living in wealth and luxury do not seem to see that to-day they are making it impossible to carry out the decree of God, 'in the sweat of thy brow thou shalt earn thy bread,' for our industrial system, un-Christian in many particulars, is making it more difficult every day for man to earn by the sweat of his brow that which will honestly maintain him and those depending upon him. The people will demand that all governments must recognize that the multitude shall have what God has decreed is their just right. This cry of the people the world over is at hand, for they have right and justice on their side.

"You know, my brethren, what God did for the people oppressed by Pharaoh, who enslaved their bodies but could not enslave their souls, and so to-day the Church of Christ is the Moses of the people crying out against wrong and oppression, insisting that right and justice must prevail; that Christian States must enact Christian laws for the protection of their citizens; that the oppressors of the people must cease their corrupting power, must cease inflicting burdens upon the people by unjust laws which violate the basic principles of the laws of God. The unjust Pharaohs of the nineteenth century must harken to the fearless voice of God uttered, through His divinely appointed leader of the people, the true Church of Jesus Christ."

GOLDEN JUBILEE CELEBRATION.

Services for the Parmly Memorial Church, Jersey City.

The Parmly Memorial Baptist Church of Jersey City yesterday began the celebration of its golden jubilee. The services will continue nightly until next Sunday. The first Baptist church in what is now Jersey City was organized in 1838. Two other churches were organized, in Van Vorst and Harsimus Townships, in 1842 and 1844. When these townships were annexed to Jersey City the three churches were united into one, on March 1, 1848, and took the name of the Union Baptist Church of Jersey City.

In 1854 the present edifice, on Grove Street, near Mercer, was built, and the Rev. Wheelock H. Parmly became its pastor. When he died, four years ago, the church was renamed, and has since been known as the Parmly Memorial Church.

The services of yesterday consisted of songs and praise, with a historical address by the Rev. William E. Chalmers, the present pastor. In the afternoon special services were held by the Sunday school. In the evening a second praise service was held, with an address by the Rev. Richard R. Doherty. Union and praise services will be held nightly through the week. A special service will be held next Sunday, in which several former pastors will take part.

WOMAN BURNED TO DEATH.

Mrs. Augusta Ferguson Perishes in Her Brooklyn Home.

Mrs. Augusta Ferguson, seventy years old, was burned to death last night in a fire which occurred in her apartments, at 161 Maujer Street, Brooklyn. The woman lived alone in the first flat of the building, her daughter Mrs. William Cobble, living in the apartments across the hall. At 8 o'clock while Mrs. Ferguson was asleep on a lounge in a front room of her flat, the kerosene lamp exploded on a table setting fire to the window curtain.

The lounge upon which she was sleeping was close to the window and the flames set fire to her clothing. She was quickly enveloped in the flames, and her screams were heard by the other tenants in the house and the woman's daughter, Mrs. Cobble. Policeman Selbe of the Stagg Street Station was passing the house at the time, and hearing the screams ran into the apartment, and removing his coat wrapped it about Mrs. Ferguson, extinguishing the blaze. An ambulance was summoned, but she died before reaching St. Catharine's Hospital. The premises were damaged to the extent of $100.

Archbishop Ireland at Church.

Archbishop Ireland celebrated a private mass early yesterday in the Church of the Paulist Fathers, at Columbus Avenue and Fifty-ninth Street. He spent the rest of the day quietly at the Waldorf-Astoria. He said he could not tell when he would return West, but that he would probably leave the city Wednesday or Thursday.

Another shaving off the price of last Spring's suits.

Why?

Some men have difficulty in finding an entire suit to fit them—a coat and vest perhaps, but no trousers; trousers, but no coat and vest.

So we price each separately.

Coats $5,
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Small sizes, smaller price.

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DR. ABBOTT ON ST. PAUL

The Preacher Believes that God Developed Man from an Animal Race.

MANY QUESTIONS EXPLAINED

In His Sermon the Preacher Says Sovereignty Is a Supreme Law to the End of Universal Mercy.

The series of lectures which Dr. Lyman Abbott is delivering on St. Paul was resumed last night in Plymouth Church, Brooklyn, after an intermission of a week. Dr. Abbott again spoke on the Epistle to the Romans, and dealt entirely with the doctrine of sovereignty. In the course of the sermon he took occasion to deprecate attacks on the Jews, and to eulogize them. At the question meeting, after the sermon, his opinions on evolution and universal punishment were called out. He also expressed the opinion that an evidence of the progress of the gospel of love was that nations could no longer declare war without strong reason.

"There were three conceptions of sovereignty in Paul's time," began Dr. Abbott; "the necessarian—whatever is must be; the Greek—fate ruling the acts of man to punish wrongdoing; the Pharisaic—the choice of a personal God, the final factor in human life. Paul had come to believe in the Pharisaic conception of sovereignty exercised in an arbitrary way, and to believe that Jehovah had chosen Israel, for no reason except that he wished to do so. Now he was teaching something incongruous; he was declaring that the Gentiles might come into the Church, and his old and new faith were in apparently irreconcilable conflict.

Sovereignty a Law of Mercy.

"The ninth, tenth, and eleventh chapters of Romans are his answer to this question. They end with this: 'God that shut up all to disobedience that he might have mercy upon all.' Greeks, you are wrong; this fate is not for the punishment of wrongdoing. Pharisees, you are mistaken; this is not an arbitrary choice for which no explanation can be given. The purpose and end of sovereignty is mercy upon all. I am aware that this is not the interpretation which has been currently given to these chapters, and therefore I repeat it once more. Sovereignty is not a dread and inexorable necessity; it is not a fateful destiny; it is not an irresponsible and arbitrary choice; it is a supreme law wrought out by a supreme lover for the end of universal mercy."

The sermon concluded with the words, "The end of sovereignty is universal mercy. The ship on which we are embarked, that comes we know not whence, and is under commands that are not interpreted to us, is sailing to the harbor of a universal love. Love is the sovereignty, love is the destiny."

The Question Meeting.

The question meeting followed. One of the questions was whether love was not still an insignificant power, and whether this was illustrated in the relations of nations.

"I do not think so," answered Dr. Abbott. "I think it is evident from the world's history that love is growing—slowly, it is true, but growing. Wars are no longer brought on from slight provocations. Any nation which now makes war upon another has to have a reason. In the time of Rome that was not necessary. There is a better feeling between nations, just as there is a better feeling between individuals, than there was before the birth of Christ."

Another questioner asked if the doctrine of sovereignty as love involved the ultimate happiness of every created intelligence.

"Not exactly," answered the preacher. "If I were a Calvinist I should be a Universalist, for this reason: If God can make all creatures righteous, He would make all creatures righteous, or He would not be righteous himself. I can see no escape from that conclusion. But righteousness lies in the free choice of the free moral agent. God will do all that the infinite resources of love and mercy can do to persuade all His children to accept His gift. Whether any will finally and forever refuse to accept it, I do not know. If any do, I believe that in rejecting that life they will cease to live. I do not believe that any of God's children will live in sin and misery forever."

He was asked to explain the verse from Malachi, "Behold, the day comes when they shall burn as an oven," and replied:

"I think it is to be interpreted like Christ's analogous utterance that the chaff shall be burned with unquenchable fire. In other words, it signifies the destruction of all who finally reject God. It implies the destruction of the finally wicked. Outside the Book of Revelation, fire is never used as a symbol of torment; it is used as a symbol of destruction."

Man Developed from Animals.

"To what origin," asked another, "would you trace the desires which lead men to choose good and evil?"

"That question carries us down to the very beginnings of life, concerning which we know very little. My own conception of life is that man has risen, has ascended, from an animal race, or been developed by God from an animal race, and the desires in him that are evil are the animal desires; and they are evil only when and as they have supremacy over the higher desires which are wrought in him by the spirit of God in that process of development."

"How can God be just in creating a human being to be fallen?"

"Virtue," replied Dr. Abbott, "is the free choice of right by a person who is free to choose the wrong. If God were to make a man righteous in spite of himself, the man would not be righteous. We can suppose that God might have made a world of machines who would be unable to do wrong, but then they would also be unable to do right; and a world of men, some of whom do wrong and some of whom do right, is a better and nobler world than one made up of machines which could do neither right nor wrong."

A believer in the literal meaning of the Lord's Supper asked Dr. Abbott to explain the words, "Eat my flesh and drink my blood." The preacher replied:

"The figure is very common even to-day. We speak of devouring a book, of drinking in inspiration. What Christ means is that we must imbibe His spirit, drink in His spirit. It is expressed by Paul when he says that unless we have the spirit of Christ in us we are none of His."

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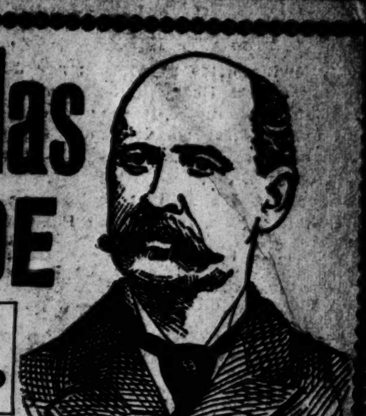

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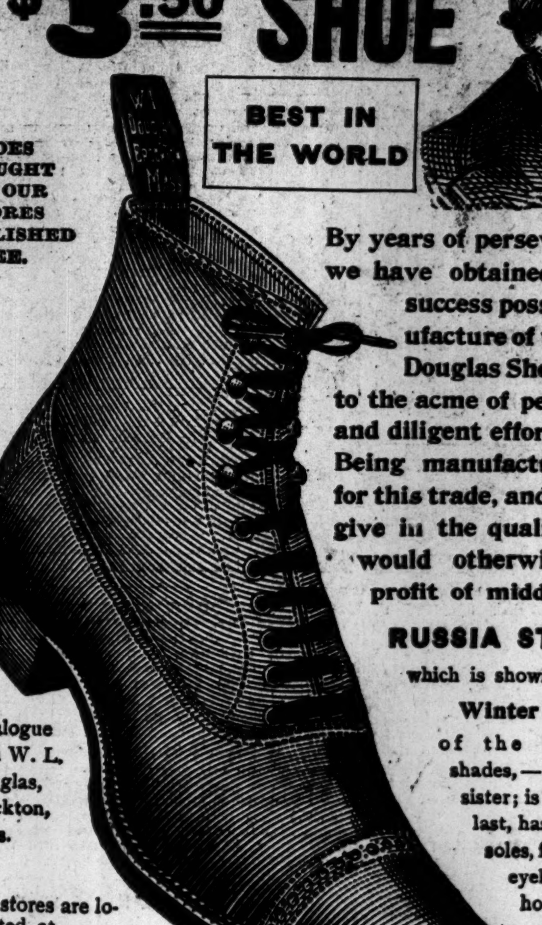

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AMUSEMENTS.

PROCTOR'S 23D ST. High Class Continuous Performance. Noon to 11 P. M. 25c., 50c. The talented and beautiful actress, CORA TANNER, assisted by Louis F. Massen, in "Drifting Apart"; Leonidas' CATS and DOGS; PRESS ELDRIDGE, J. K. EMMET and ANNA MORTLAND, La PETITE ADELAIDE SMITH and CAMPBELL; forty other stars.

WALDORF-ASTORIA. The Misses SUTRO, Ensemble Pianistes, will give a Recital of Original Compositions, for Two Pianos, IN THE ASTOR GALLERY, Wednesday, March 2nd, at 2:30 P. M. Tickets $1 and $1.50, at Schuberth's, 23 Union Sq.

CHICKERING & SONS' FIFTH CONCERT. Grand Orchestral Concerts, Chickering Hall. Anton Seidl, Conductor. Tues. Aft., March 1, at 3. Prof. Franz Rummel will play the CHICKERING PIANO. Res. seats, $1 and 1.50; admission 50 cts. Now on sale at box office, Chickering Hall.

PLEASURE PALACE. Continuous Performance, 1:30 to 11 P. M. 58th & 3d Av. MINNIE SELIGMAN, In "Comedy and Tragedy," JOHN W. RANSONE, Patrice; Favor & Sinclair, 15 others, and the GREAT BIOGRAPH. Aft's., 15 & 25c. Evegs., 25 & 50c.

5TH AV. THEATRE, Broadway & 28th St. Farewell Matinée Sat. at 2. LAST 7 TIMES IN NEW YORK. DE WOLF HOPPER EL CAPITAN. THE IDEAL PATRIOTIC OPERA. ASSISTED BY THE 7TH REGIMENT MILITARY BAND.

WALLACK'S. Broadway and 30th St. Evgs., 8:20. Matinées, 2:15. MR. JOHN DREW in his latest comedy success, ONE SUMMER'S DAY. MATS. WEDNESDAY AND SATURDAY. FREELAND LENTEN LECTURES Mornings and Afternoons, March 7th to 19th.

CARNEGIE HALL. One week, beginning (Saturday Matinée.) To-night. KLONDIKE. ESTHER LYONS, the first woman to cross Chilkoot Pass. 147 Views. Placer Mine in full operation. Box office now open. Prices—25c., 50c., 75c., $1. Direction: Victor Thrane, 33 Union Square, W.

AMERICAN. 42d and 8th Av. TELEPHONE 3147-38. CASTLE SQ. OPERA CO. JOHANN STRAUSS MASTER WORK, GYPSY BARON. Eves., 8:15, 25c., 50c., 75c. Wed. Mat., 25c. Sat. Mat., 25c. & 50c. IN PREPARATION—NANON.

BROADWAY THEATRE. Ev. 8:15. Mat. Sat. 2. Broadway Theatre OPERA COMPANY. The Highwayman. THURSDAY, MARCH 3d. 10th Anniversary Broadway Theatre, Souvenirs. Tuesday Aft., March 1st, Matinée Musicale. Ysaye, Sobrino, Mrs. Bloodgood. Popular prices.

CARNEGIE HALL. THURSDAY AFTERNOON, March 3d, at 2:30. JOSEF HOFMANN. Res. seats $2, $1.50, and $1, at Schuberth's.

EDEN Musee. THE WORLD IN WAX. Hungarian Band Concerts. PASSION PLAY and other Cinematograph Views. Lenten Matinée at 3; Evenings, 9.

HOYT'S THEATRE. 24th St., near Broadway. Evenings, 8:30. Mat. Sat. OH! SUSANNAH! Preceded nightly, 8:30, Mats., 2:15. ANNIE RUSSELL. In Her Great Success, DANGERFIELD '95.

KOSTER & BIAL'S. Admission 50c. Matinée Saturday. CHARMION—JULIE MACKEY. ROGER BROS. and 15 other Big Acts. March 7, CHIRGWIN, the White-Eyed Kaffir.

GARRICK THEATRE. 35th St., nr. B'way. Evenings, 8:20. Matinées, 2:15. Matinées Wednesday & Saturday. MAUDE ADAMS. THE LITTLE MINISTER.

GARDEN THEATRE. 27th St. & Madison Av. Matinées Wednesday & Saturday. HENRY MILLER. THE MASTER. Evenings, 8:25. Matinée, 2:15.

14TH ST. THEATRE. Nr. 6th av. Mats. Wed. & Sat. LAST WEEK. CHAUNCEY OLCOTT. SWEET INNISCARRA. LAST NIGHTS. Next Week—IN GAY NEW YORK.

IRVING PLACE THEATRE. LAST WEEK of the roaring farce "LODGE BRETHREN." Fri., "THE BAT." ½ prices with Julie Kopacsy.

HARLEM Opera House. LILLIAN RUSSELL, DELLA FOX, JEFF D'ANGELIS. The Wedding Day.

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LYCEUM. 4th Av. & 23d St.....Begins 8:15. Daniel Frohman.......Manager. Matinées Thursday and Sat'y, 2. ....SECOND MONTH.......... THE TREE OF KNOWLEDGE. *** NEXT TUESDAY, 4TH & LAST MATINEE, THE PRINCESS AND THE BUTTERFLY. March 7, Illustrated Lenten Lectures by G. P. SERVISS, EVERY MORNING AT 11. Tues., March 8, at 2..........."ADELAIDE."

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DALY'S THEATRE, Broadway and 30th. Evenings 8:15. Matinées at 2. Prices, 50c., $1, $1.50, and $2. Every Ev'g until further notice, MISS ADA REHAN as PEGGY, in Wycherly's comedy, THE COUNTRY GIRL, preceded by the Japanese operetta, LILLI TSE. The most delicious programme ever offered in New York. Combination of delightful old comedy and fascinating fin de siecle operetta. "Rich with glee."—Tribune. "Rollicking humor."—World. "Unadulteratedly delightful."—Journal. "Bubbles over with spontaneous fun."—Herald. MATINEES Wednesday and Saturday.

DALY'S. LENTEN MATINEE TO-DAY AT [illegible] MR. BURTON HOLMES. COURSE A, SECOND LECTURE. Subject: "Cycling Through [illegible]" Res. seats, $1.50, $1. Adm., 50 [illegible]

MAINE CONCERT AT THE WALDORF-ASTORIA [illegible] FRIDAY EVENING AT 9 P. M. FOR THE BENEFIT OF THE WIDOWS AND ORPHANS OF [illegible] HEROES KILLED ON THE "MAINE." Given under the auspices of a Committee of [illegible]tronesses and the direction of Carl Loewenstein. MR. SEIDL AND HIS GRAND ORCHESTRA. ORATION BY CHAUNCEY M. DEPEW. EMINENT SOLOISTS. Orchestra chairs, $3.00; Boxes, (6 seats,) [illegible] To be had at Tyson's theatre ticket [illegible] Schuberth's, 23 Union Square; Rullman's, Broadway; at the office of Carl Loewenstein, West 33d Street, and at box office Astoria, evening of concert.

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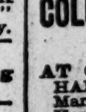
TRAVELERS' FAIR. Opens To-night at 8 P. M. MADISON SQUARE GARDEN. Object: To complete the National Home for Commercial Travelers at Binghamton, N. Y. A Week of Patriotic Music, Nationally Inspiring Features, Novel Shows, and Merriment. Admission 50 cents.

ACADEMY OF MUSIC. 14th St. & Irving Pl. A beautiful story with magnificent effects. THE WHITE HEATHER. Mats. Wed. and Sat. at 2. Eve., 8:15.

KNICKERBOCKER. B'WAY & 38TH [illegible] WM. H. Crane. Evs. 8:30. Mats. Wed. & [illegible] A Virginia Courtship. MATINEES WEDNESDAY & SATURDAY at 2[illegible]

BIJOU. Ev'gs. at 8:15. Mats. Wed. and Sat. 2:15. WHAT HAPPENED TO JONES. "You get tired laughing."



SAM T. JACK'S THEATRE, BROADWAY & 29TH ST. FEAST OF FASCINATING FEATURES. 2 BIG SHOWS EVERY DAY, 2 AND 8.

EMPIRE THEATRE. Ev'gs, 8:15. Mats. 2:15. Matinée Wednesday and Saturday. EMPIRE THEATRE COMPANY. The Conqueror[illegible]

COLUMBUS. PRIMROSE & WEST MINSTRELS.

LECTURES.

COLUMBIA UNIVERSITY LECTURES, FOR MARCH:

AT COOPER UNION. Tuesdays, 8 P. M.—HAMILTON W. MABIE, L. H. D. 1st, "A Great Man of Letters." 8th, "The Education of the Hero." 15th, "Some Hints from Nature." 22d, "Education and Business." 29th, "Literature as a Personal Resource." No tickets required.

AT METROPOLITAN MUSEUM OF ART. Saturdays, 11 A. M. Prof. GEORGE R. CARPENTER. "Discussions in Esthetic Criticism." No tickets required.

AT AMERICAN MUSEUM OF NATURAL HISTORY. Saturdays, 8 P. M.—5th, WILLIAM H. BURR, "Some Features of Modern Bridge Construction." 12th, HENRY G. PROUT, "Recent Campaigns in the Soudan." 19th, GEORGE L. MORISON, "Masonry." 26th, HORACE C. LEE, "The Development of the Steamship." Apply for tickets to the Secretary of Columbia University.

The New York Times

WEEKLY FINANCIAL REVIEW AND QUOTATION SUPPLEMENT.

COPYRIGHTED. NEW YORK, MONDAY, FEBRUARY 28, 1898. EIGHT PAGES.

STOCK EXCHANGE SUMMARY.

	Shares.
Stocks, week ending Feb. 26..	2,491,735
Same week last year.....	555,515
Stocks to date this year.....	17,813,262
Corresponding date last year.	6,187,497

Bonds for the week.....	$16,846,800
Same week last year.....	6,547,170
Bonds to date this year.....	186,221,560
Corresponding date last year.	77,571,890

Money rate range for week: Collateral loans on call, 2@4; at three months, 4; at six months, 4 per cent. Commercial paper, sixty to ninety days, 3½@4 per cent.

AN ILLOGICAL PANIC.

Alfred de Cordova Discusses the Stock Market Outlook.

Wall Street has had another war scare and a consequent break in security market values. Rumors and fears of war always have that effect upon the markets for securities—they always produce apprehension and panic among the horde of smaller investors and speculators. History, with its repetitions, shows us that these paroxysms of fear are always more acute than is warranted, and that in times like this the cool-headed men who take no cognizance of the many sensationally wild rumors that find their way to the Stock Exchange, and who analyze the situation calmly and dispassionately and act accordingly always profit at the expense of their easily frightened fellows.

We have had many war scares in the past, and all have been attended with more or less panic in Wall Street. None of these declines in security values, however—at least, none that I have ever seen—have been more unreasonable or more illogical than that which has followed the Maine disaster in Havana harbor.

There has been absolutely no reason for any decline in the prices of American securities. Certainly there has been no shrinkage of intrinsic values. Not one American industry has been hurt in any way by the Maine tragedy—not one has been even endangered. Not only have our railroads gone on with their increasing business and their magnificent earnings, but their bright prospects for the future have been in no way lessened. The industrial progress of the Nation has not been stayed for a moment, nor has there been any reason to fear that it will be.

I can readily understand why rumors of war in some instances should cause a break in stocks—why they should produce apprehension in the minds of investment interests. There was some reason for the decline in market values which followed President Cleveland's Venezuelan letter. But in this instance, even granting that war with Spain is possible—a possibility which in my opinion is very remote—there is great difference. A war with Great Britain would be very different indeed from a war with Spain.

Actual hostilities with Spain are beyond all probability. It is altogether unlikely that the Spanish Government had anything whatever to do with the destruction of the Maine. It should be apparent to every thinking man that Spain is desirous of preserving peace with the United States. She is not seeking war, nor can I believe that her Government would lend itself to any such dastardly work as that of destroying an American warship. Such an act would invite the contempt and draw upon Spain the hostile censure of the whole civilized world.

It certainly cannot be said that Wall Street has been able to find any reason for its war apprehensions in the attitude taken by the American Government toward the Maine affair. On the contrary, the President and his Cabinet have pursued a most dignified and praiseworthy course. We, as a Nation, have conducted ourselves as few others would have done. We have been calm; we have been wise. When the news of the blowing up of the Maine was spread broadcast, the eyes of every nation of the Old World were turned inquiringly upon us. Before that scrutiny we have acquitted ourselves with credit and with honor. We have shown to Europe that although young, we are none the less a great nation with all a great nation's dignity and self-control. If ever the American people have had reason to be proud of their country and their Government it is now.

Apart from the Spanish trouble, there is nothing in all the American situation but what points toward continued improvement in American security values. Our railroads and our great industries are active; our people are prosperous. The period of depression is past. Progress is going forward again, the barriers removed. The country's vast wealth is more apparent than for years; its vast resources are more productive than ever before.

There can be no stay or stop to American progress. The growth so long delayed is going on again. The development which unnatural, adverse conditions halted temporarily is under way. Nothing—not even war with Spain—can prevent it. Strength and greatness cannot be kept down. And the United States is both strong and great.

As to the security markets there should be no fear. The apprehensions of war have naturally created some timidity in financial circles. There has been liquidation, but securities so sold have been bought by strong men—by those who appreciate the intrinsic worth of American stocks. Securities are in much stronger hands than they have been for some time.

Among the men who allowed themselves to become panic-stricken last week there will probably be fears of war until the Maine incident is cleared up. Professional traders on the Stock Exchange may use the existing uncertainty to make profits on the short side of the stock market. Many people in Wall Street are quite ready and willing to get frightened by any kind of wild rumors, no matter how improbable.

But the selling power has been greatly diminished during the past week. There has been liquidation; there has been short selling. In my opinion, there are few stocks left to be sold. And, war or no war, stock market prices will not go down unless there are stocks for sale.

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Protection to life and property by a Government is the strongest bull argument on the security market. Certainly the United States has each day been improving its opportunities, and all its movements have been most wisely toward this end, showing that our Government is carrying out the old adage, "In time of peace prepare for war."

ALFRED DE CORDOVA.

ELECTRICAL GROWTH.

An Authority's Review of Current Industrial Progress.

The electric street railway is peculiarly an American institution, its first commercial development having been in this country, which has also been the field of its largest growth. The total capital invested in these railways in the United States alone is now nearly fifteen hundred million dollars. Of the nine hundred or so electrically operated street railways in this country in 1896 twenty-five different roads showed gross receipts of over $1,000,000 each, while seventeen others enjoyed gross receipts between $500,000 and $1,000,000 each.

This enormous business has been attained in the short space of ten years. It was only in February, 1888, that the Richmond (Va.) Railway was opened, this being the first electric road of commercial magnitude. Its success attracted immediate attention, and was followed by a development in the building of electric roads little short of marvelous. By the middle of 1890 over $50,000,000 of investment was represented in trolley roads.

The great improvement in city traction facilities wrought by the introduction of electricity liberated the horse from the toilsome service of the street railway companies and caused a decrease in the mileage of horse-car service scarcely less remarkable than the rapid growth of the electric railroad. In the seven years ending June, 1897, the decrease of mileage of tracks on which horse cars were operated amounted to over 83 per cent., while during the same period the mileage of electric tracks increased 990 per cent., or nearly tenfold.

The improvements that time has brought to the electric motor, and especially to the steam engines and electrical machinery in the power house, have been almost revolutionary. The first electric cars were crude affairs, noisy and uncertain, and very liable to all sorts of mechanical and electrical disorders. To-day their mechanism is so nearly perfect that but little room for improvement is left.

***

The future of the electric railway is very bright. In a few years the motor must replace the locomotive for most suburban railway service, or in other places where traffic is fairly continuous. The present outlook does not seem to indicate the disappearance of the steam locomotive for long-distance service with infrequent trains, but for the majority of short-distance traffic where trains are close together the overwhelming advantages of electricity must soon be practically shown by its utilization.

The importance of the electric railway as an element in the development of cities is almost inestimable. By providing rapid transit it has extended the limits of towns, relieved the crowding of centres of population, and thus been a factor in the social as well as the material growth of many places. Public health has been benefited by the retirement of the horse. Public convenience has probably been more promoted by the exploitation of this invention than by any other of the last fifty years.

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Marvelous progress has been made in the industrial applications of electricity in recent years. It is little over twenty years ago since electric lights first were used commercially, and one light only could then be obtained from each dynamo. Scientific discoveries were followed by American inventions of the greatest importance. The manufacture of machines for the distribution of the electric current made rapid strides, and improvements were effected gradually until the types now employed were reached. The fact that machines which in the earlier days of electric lighting were sufficient for all requirements have had to be replaced by more recent ones has greatly developed this line of manufacturing, and in the construction and repair departments a large business is constantly being done.

Long-distance transmission of power is an element of much consequence in electrical industrial developments. Through this water power can be utilized in places hitherto inaccessible. In late years there have been erected several important water-power plants at Niagara Falls, Montreal, Blue Lakes, and other places, and there will soon be in operation at Massena Falls a plant of 75,000 horse power. In the Pacific Coast mining districts and elsewhere long-distance electrical transmission has made it possible to work mines and industries requiring power which, on account of great expense of fuel, otherwise it would have been impossible to operate.

Electricity is gradually establishing itself in heavy railway work. At present heavy freight trains are hauled by electric locomotives on a number of railroads. It has been taken up with success in what had been long the undisputed field of the steam locomotive. Electrical development has been steady and continuous, and immense progress has been made by it in the manufacturing field.

The capital employed in the various electrical industries is difficult to approximate. It is enormously large, however. Thousands of skilled workmen are kept busy. All branches of the business are in a flourishing condition. They do much to help along other kinds of manufacturing, vast supplies being needed for the construction and installation of the machinery in use. W. J. JOHNSTON.

Government Bonds and Their Fluctuations.

No development of the past week created more comment in Stock Exchange circles than the weakness of United States Government bonds.

Wall Street had rumors of a new bond issue, and it paid attention to them—so much attention that they were a market factor. Naturally, the Government issues were affected. The new 4s, coupon, had a decline of 2 per cent. on Thursday and another 1¼ per cent. on Friday, all on very light sales. The conservatively and closely held National securities fell off almost as much as some of the speculative railroad issues.

The new Government 4s were issued to replenish the gold reserve, $162,000,000 in the early part of 1895 and an additional $100,000,000 at the beginning of 1896. They were first dealt in on the New York Stock Exchange in February, 1895, sales being made deliverable "when issued," the price being 118¼@119⅝. Regular dealings began in March, and from 119 they advanced to 120½, rising still further in April to 121½, in May to 123⅝, in June to 123⅞, and in July to 124⅛.

In September, 1895, there was a reaction to 121½, due to the heavy exports of gold which depleted the Treasury reserve, the latter falling below the one-hundred-million mark. Rumors of another bond issue were circulated and persistently reiterated, and were generally believed. The gold shipments at this time had more effect because of the fact that one firm, a member of the syndicate which bought the Government issue of February, sent abroad its first consignment of the metal since that time. The stock market suffered a sharp decline also when this shipment was announced, it being the general understanding that this syndicate contract did not expire until October, whereas it later became known that it had ended in June.

There were no shipments of gold in October, 1895, and the price of the new 4s recovered to 123, but in November the exports were resumed on a large scale and the gold reserve was reduced to less than $79,500,000. This had a marked effect on the price of the new 4s, which declined to 120⅝, and to 119 in December, the latter price being made in the Venezuelan panic. The gold reserve by this time had fallen to $63,262,269, and while a new bond issue had not been made it was generally conceded that it was impending.

Confirmation of this belief came early in January, 1896, when a call for proposals was issued, opposition to a syndicate arrangement being so strong that it was decided to ask for public subscriptions. Before the sale took place the price of the 4s had fallen to 113, but afterward advanced to 118.

There were no developments of consequence in March, 1896, and the price held between 116⅜ and 117¼. In April there was an advance to 119, but in May the political situation and the silver agitation began to cause uneasiness, and the 4s declined to 116⅜. This decline was helped along by heavy exports of gold, amounting to $18,500,000.

The action of the Republican Convention in June on the money question led to a recovery to 118¼, but when the Democratic Convention adopted its free-silver platform in July there was a decline to 112¾. In August came the "Bryan panic," and Governments sold down to 111¼. In September the political situation had improved, through the action of the National Democrats in favor of the gold standard adopting a platform of that kind, and there was a sharp rally to 117⅞. Gold also began to flow in from Europe, $34,000,000 being imported at this time. The markets felt the strain of the approaching election in October, and Governments, after selling at 118½, dropped to 115, but with the sound-money victory in November they rose to 120⅝, finishing the year about that price.

In January, 1897, there was a further advance to 124, and as there were no incidents of a disturbing nature, aside from much Cuban talk in the Senate, the price held within a point or two of this quotation until April, when a further gain was made to 124½.

When in June Secretary Gage twice in public speeches promised that the promises of the Administration regarding currency reform would be faithfully carried out, a rise began in the stock market which lasted until September. Governments in the month of July sold at 126⅝, keeping well up to this price until October, when they made a further advance to 128¾. In November a new high record was established, at 128⅞, but this was passed in December, when sales were made at 129½.

In the present year the new 4s sold at 129¾ on Jan. 12, from which price they have declined to 124¼, this quotation being made on Friday last.

Stock Transactions New York Stock Exchange Week Ending Feb. 26, 1898.

Range for Year 1898. Highest.	Lowest.	Closing Sat. Feb. 26. Bid.	Ask'd.	Net Ch'ge Past Week.	STOCKS. Sales for Week Ending Feb. 26, [illegible]	Amount Outstanding.	Last Dividend. Date.	Per Cent.	Week Ending Feb. 26. First.	High.	Low.	Last.	Closing a Year Ago.	Sales For W'k End. Feb. 26, 1898.
[illegible] Feb. 10.	100 Feb. 15.	112	116	− 1	Adams Express	$12,000,000	Dec. 1, '97.	2	125	128	116	120	150	2,122
[illegible] Jan. 10.	17¾ Feb. 25.	17	18	− 2¼	American Cotton Oil	20,237,100	....	..	19	19⅝	17¼	17¼	13¼	2,145
[illegible] Feb. 1.	[illegible] Feb. 25.	73	...	− [illegible]	American Cotton Oil pf.	[illegible]	Dec. 1, '97.	3	73	73	70	71½	[illegible]	[illegible]
[illegible] Feb. 14.	[illegible] Jan. 3.	125	128	− [illegible]	American Express	[illegible]	Jan. 3, '98.	$3	127	127	125¼	[illegible]	111½	598
[illegible] Jan. 25.	6⅝ Jan. 20.	7½	7⅝	− ¾	American Spirits Manufacturing	28,650,000	....	—	8½	8⅝	6⅝	7⅝	14⅝	5,770
[illegible] Feb. 7.	19 Jan. 3.	18¾	20	− 1½	American Spirits Manufacturing pf.	7,000,000	....	—	19⅝	20	18⅞	19	34	1,001
[illegible] Jan. 7.	120¾ Feb. 24.	122¾	123	− 5⅝	American Sugar Refining Company	36,968,000	Jan. 3, '98.	3	128	128⅝	120⅝	122⅝	117¼	349,587
[illegible] Jan. 6.	[illegible] Feb. 24.	110⅝	111½	− 1	American Sugar Refining Company pf.	36,968,000	Jan. 3, '98.	1¾	111¾	113	110	111¼	102⅝	3,821
[illegible] Feb. 11.	*[illegible] Jan. 3.	90	93	..	American Telegraph & Cable Company	14,000,000	Dec. 1, '97.	1¼	92	92	91½	91½	86½	60
[illegible] Feb. 11.	83¾ Jan. 24.	88⅝	88¾	− 2½	American Tobacco	17,900,000	Feb. 2, '98.	2	91	91½	87⅝	88⅝	75½	48,115
[illegible] Feb. 18.	*112 Jan. 25.	113⅝	116	− 3¼	American Tobacco pf.	11,935,000	Feb. 2, '98.	2	117	117	115	115	102⅝	821
[illegible] Feb. 8.	*11⅝ Jan. 12.	12	13	..	Ann Arbor	3,250,000	....	—	12½	12½	12½	12½	...	100
40¼ Feb. 7.	34 Jan. 4.	35	36	− 2⅝	Ann Arbor pf.	4,000,000	....	—	35½	35½	34	34¾	28	870
13⅝ Feb. 7.	10⅝ Feb. 24.	11⅝	11⅝	− ⅞	Atchison, Topeka & Santa Fé	102,000,000	....	—	12	12	10⅝	11⅝	12⅝	17,718
29⅝ Feb. 8.	26 Feb. 24.	24⅝	27⅝	− 1⅝	Atchison, Topeka & Santa Fé pf.	110,857,800	....	..	29¼	29⅝	26	27⅝	23⅞	42,609
19 Feb. 8.	12⅝ Jan. 25.	16	17	−	Baltimore & Ohio	25,000,000	Nov., '94.	4½	16	16½	15¼	16⅝	15¼	8,625
7⅝ Feb. 8.	5¼ Jan. 19.	6⅝	6⅝	− ⅛	Baltimore & Ohio Southwestern pf.	20,000,000	....	—	6¼	6⅝	5¼	6⅝	...	1,213
4⅝ Jan. 21.	2⅝ Feb. 24.	3	3½	− ¾	Bay State Gas	50,000,000	....	..	3⅞	3⅞	2⅝	3½	11¾	11,040
43⅝ Feb. 18.	36½ Jan. 5.	38¾	38½	− 3⅞	Brooklyn Rapid Transit	20,000,000	....	—	42½	42½	36⅝	38⅝	20⅝	76,735
123 Jan. 24.	114½ Feb. 24.	115	116½	− 4½	Brooklyn Union Gas	15,000,000	Dec. 1, '97.	3	120	120	114½	116	...	1,517
6⅝ Jan. 3.	3½ Feb. 23.	...	4½	−	Brunswick Company, 2d in. paid	5,000,000	....	—	3½	4½	3½	4	...	400
30⅝ Jan. 6.	28 Jan. 20.	28	30½	..	Buffalo, Rochester & Pittsburg	6,000,000	....	—	29	29	29	29	...	346
57⅝ Feb. 5.	46½ Feb. 24.	47⅝	49	− 2½	Canada Southern	15,000,000	Feb. 1, '98.	1	51½	51½	46½	49	45	10,443
88⅝ Jan. 20.	81½ Feb. 19.	83	83¾	+ 2	Canadian Pacific	65,000,000	Oct. 1, '97.	1½	82	83½	81½	83¼	...	3,520
*14⅝ Feb. 4.	11½ Jan. 4.	12	14	..	Central Pacific	67,275,500	Jan. 3, '98.	½	13	13½	13	13½	10⅝	295
24⅝ Feb. 1.	19⅝ Feb. 24.	20½	20⅝	− 1⅛	Chesapeake & Ohio	60,497,500	....	..	21⅞	21⅞	19⅝	20½	17½	31,455
168⅝ Jan. 5.	*162½ Feb. 11.	162	...	− 1	Chicago & Alton	18,751,100	Dec. 1, '97.	1¾	165½	165½	165	165	165½	247
102⅝ Feb. 11.	91½ Feb. 24.	93⅝	94	− 5⅝	Chicago, Burlington & Quincy	82,002,800	Dec. 15, '97.	1	98⅝	98⅝	91⅛	93⅝	75½	153,748
[illegible] Feb. 1.	55 Jan. 8.	54½	58	..	Chicago & Eastern Illinois	6,197,800	....	..	56	56	55	55	...	200
112⅝ Feb. 1.	102 Jan. 7.	107	110	− 1⅛	Chicago & Eastern Illinois pf.	4,830,700	Jan. 3, '98.	1½	108½	108½	108½	108½	96½	190
[illegible] Jan. 8.	9½ Feb. 24.	10⅝	10⅝	− 1⅝	Chicago Great Western	20,890,245	....	—	12⅝	12⅝	9½	10⅝	...	15,224
[illegible] Jan. 28.	30 Feb. 25.	30	33	− ⅝	Chicago Great Western pf. A	11,157,000	....	—	32	32	30	30	...	200
25⅝ Jan. 14.	*20 Feb. 21.	20	24⅝	..	Chicago Great Western pf. B	7,444,190	....	—	22⅝	22⅝	20	20	...	70
10⅝ Jan. 14.	7 Feb. 24.	7½	8	− 1	Chicago, Indianapolis & Louisville	10,500,000	....	—	8¼	8¼	7	8	...	1,135
33⅝ Jan. 22.	27 Feb. 24.	27½	27½	− 2	Chicago, Indianapolis & Louisville pf.	3,888,750	....	—	29	29	27	27½	...	2,105
97⅝ Jan. 12.	91¼ Feb. 24.	92½	92⅝	− 2	Chicago, Milwaukee & St. Paul	46,027,261	Oct. 21, '97.	3	94⅝	94⅝	91¼	92⅝	76⅞	183,031
149⅝ Feb. 16.	142½ Jan. 3.	145½	146	− 3¼	Chicago, Milwaukee & St. Paul pf.	30,792,900	Oct. 21, '97.	3½	147½	147½	145⅝	145½	133⅝	2,555
130⅝ Feb. 11.	119½ Jan. 4.	121	121¼	− 4½	Chicago & Northwestern	39,056,388	Jan. 7, '98.	2½	123⅝	124½	119½	121	105⅝	20,116
174 Feb. 19.	163 Jan. 3.	173½	174½	..	Chicago & Northwestern pf.	22,368,600	Jan. 7, '98.	1¾	174	174	174	174	154	370
94½ Jan. 28.	81½ Feb. 24.	85⅝	85½	− 5⅝	Chicago, Rock Island & Pacific	46,156,000	Feb. 1, '98.	1	90	90	81½	85⅝	67⅝	68,581
9⅝ Feb. 5.	4½ Jan. 3.	9	9½	+ ½	Chicago Terminal & Transfer	13,000,000	....	—	8½	9	7½	9	...	3,338
33 Feb. 5.	22½ Jan. 3.	28	28½	− ⅞	Chicago Terminal & Transfer pf.	17,000,600	....	—	28	29	27⅞	28⅝	...	2,739
38¼ Jan. 31.	29½ Feb. 24.	30⅝	31⅞	− 2⅝	Cleveland, Cin., Chi. & St. Louis	27,987,835	Aug., '98.	1½	34	34	29½	31¼	26¼	6,401
18⅝ Jan. 12.	13⅝ Feb. 24.	13¼	13⅝	− 1⅞	Cleveland, Lorain & Wheeling	8,000,000	....	—	15¼	15¼	13⅝	13½	...	6,655
50¼ Feb. 9.	47 Feb. 23.	45	49	− 2⅝	Cleveland, Lorain & Wheeling pf.	5,000,000	Oct. 1, '98.	1	48	48	47	47	...	200
28⅝ Jan. 11.	20 Feb. 24.	20¼	20⅝	− 1⅞	Colorado Fuel & Iron	11,000,000	....	—	20⅝	21⅞	20	20⅝	21¼	600
7⅝ Jan. 13.	5 Feb. 24.	5½	6	− 1⅞	Columbus & Hocking Coal, all in. paid	47,000,000	....	—	6⅝	6⅝	5	5⅝	4	650
8⅝ Feb. 10.	5⅝ Jan. 3.	6½	7	− ⅝	Columbus, Hocking Valley & Toledo	11,696,800	....	—	6⅝	6⅝	6	6½	4¼	1,302
195⅝ Jan. 25.	176 Jan. 3.	182½	183	− 7	Consolidated Gas	36,230,000	Dec. 15, '97.	2	188¼	188¼	180	182½	154	15,179
37⅝ Jan. 24.	30 Jan. 12.	30½	33	− 1⅛	Consolidated Ice	6,500,000	Feb. 10, '98.	1	32½	32½	31	31	...	510
91 Feb. 15.	85 Jan. 7.	86½	88½	− 1⅛	Consolidated Ice pf.	3,500,000	Jan. 15, '98.	3	88½	88½	88½	88½	...	100
114½ Feb. 3.	108⅝ Feb. 24.	109	110	− ⅝	Delaware & Hudson	35,000,000	Dec. 15, '97.	1¼	111¼	111¼	108⅝	109	107½	2,163
159 Feb. 5.	150⅝ Jan. 21.	150	152½	..	Delaware, Lackawanna & Western	26,200,000	....	..	152½	152½	150	150	154⅝	60
52⅝ Feb. 9.	46 Jan. 3.	47⅝	48½	− ⅝	Denver & Rio Grande pf.	23,650,000	Jan. 15, '98.	1	48½	48½	46¼	48	40⅝	7,365
15⅝ Feb. 2.	11 Feb. 24.	11½	14	− 3⅝	Des Moines & Fort Dodge	4,283,000	....	—	11	11	11	11	...	100
60⅝ Feb. 14.	53 Feb. 2.	...	...	− 3⅝	Detroit Gas	4,000,000	....	—	59	58½	57	57	...	500
7⅝ Feb. 5.	5⅝ Feb. 24.	5½	7	..	Duluth, South Shore & Atlantic pf.	10,000,000	....	..	5⅝	5⅝	5⅝	5⅝	...	175
†135 Jan. 20.	127½ Jan. 3.	...	...	− 3⅝	Edison Elec. Ill. of N. Y.	7,[illegible]8,000	Feb. 1, '98.	1½	133	133	131	131	105¼	305
111 Feb. 8.	*108 Feb. 25.	...	...	..	Edison Electric Illuminating of Brooklyn	4,000,000	Jan. 15, '98.	1½	108⅝	108⅝	108	108	98½	30
16¼ Feb. 1.	13⅝ Feb. 25.	14⅛	14¼	− ⅝	Erie	100,000,000	....	—	14¼	14½	13⅝	14⅛	14⅝	4,580
43⅝ Feb. 11.	37 Jan. 4.	39¼	39⅝	− 1	Erie 1st pf.	80,000,000	....	—	39½	39⅝	37⅝	39⅝	34	9,512
21⅝ Feb. 11.	18¼ Jan. 22.	18	19¼	− ¼	Erie 2d pf.	1,600,000	....	..	18⅝	19	18⅝	19	...	300
39⅝ Feb. 7.	30½ Jan. 24.	32	32⅝	− 2⅝	General Electric	30,460,000	Aug., '98.	2	33⅝	34⅝	30½	32¼	35	20,958
162 Feb. 4.	130 Jan. 12.	154	158	− 2	Great Northern pf.	25,000,000	Feb. 1, '98.	1½	150	155	149	155	...	1,068
*32½ Feb. 24.	*30 Jan. 7.	30	40	−	Green Bay & Western	2,500,000	....	..	32½	32½	32½	32½	...	10
92½ Feb. 10.	*91 Feb. 24.	92	97	..	H. B. Claflin Co.	3,829,100	Jan. 15, '98.	1½	92	92	92	92	...	135
36⅝ Feb. 15.	28¼ Jan. 13.	29¼	30	− 3¼	Hawaiian Sugar	10,000,000	....	..	32	32¼	29	29¼	...	1,010
*46½ Jan. 26.	44 Feb. 1.	45	47	+ 1	Homestake	18,650,600	Feb. 25, '98.	25c	46	46	46	46	...	245
108⅝ Jan. 31.	100 Feb. 24.	100⅝	101¼	− 2⅝	Illinois Central	52,500,000	Sep. 1, '97.	2½	103¼	103¼	100	101⅝	92¼	9,528
55⅝ Jan. 29.	46 Feb. 25.	46	48½	− 1⅝	Illinois Steel Company	18,650,635	July, '96.	1½	50½	50½	46	46½	36½	1,795
9½ Jan. 13.	7⅝ Feb. 25.	7⅝	8	− ⅞	Iowa Central	8,457,425	....	—	7⅝	7⅝	7⅝	7⅝	...	120
35 Jan. 8.	28 Feb. 24.	28	29	− 4	Iowa Central pf.	5,569,376	Apl. 1, '92.	1	30	30	28	28½	25	1,145
24½ Feb. 10.	19⅝ Feb. 26.	20	21½	− 2⅝	Kansas City, Pittsburg & Gulf	19,863,000	....	..	23	23⅝	19½	20½	...	1,600
34 Feb. 25.	*33 Feb. 7.	33	35	..	Keokuk & Western	4,000,000	Oct. 1, '97.	1	34	34	34	34	32	154
48 Jan. 19.	39¾ Feb. 24.	41	42	− ⅝	Laclede Gas	7,500,000	Feb. 15, '98.	1½	41⅝	41⅝	39¾	41	24	4,765
94½ Jan. 14.	*90 Feb. 19.	90	92	..	Laclede Gas pf.	2,500,000	Feb. 15, '98.	3	90½	90½	90½	90½	71½	24
18⅝ Feb. 1.	15 Feb. 23.	15¼	15½	− 1¼	Lake Erie & Western	11,840,000	....	..	16	16	15	15⅝	16½	605
76⅝ Feb. 8.	69⅝ Feb. 24.	70	72	− 3	Lake Erie & Western pf.	11,840,000	Feb. 15, '98.	1¼	72¼	72¼	69⅝	70	66⅝	1,534
194⅝ Jan. 29.	170⅝ Jan. 4.	191	192¼	− ½	Lake Shore	49,466,500	Feb. 1, '98.	3	192⅝	192½	190	191½	161	10,081
50 Feb. 5.	40 Jan. 20.	40	50	− 4	Long Island	12,000,000	....	—	42	42	42	42	49	100
60¼ Jan. 31.	52 Feb. 24.	54½	54⅝	− 2¼	Louisville & Nashville	52,800,000	Aug., '98.	2	57	57	52	54⅝	50¼	64,856
120¼ Jan. 14.	98 Feb. 24.	101½	102	− 12¼	Manhattan Consolidated	30,000,000	Jan. 15, '98.	1	113½	113½	98	101⅝	89½	125,334
145½ Feb. 10.	145 Feb. 10.	...	...	..	Mergenthaler Linotype	10,000,000	Dec. 31, '97.	5	145	145	145	145	...	10
171½ Feb. 14.	128½ Jan. 4.	137½	137⅝	− 17⅝	Metropolitan Street Railway	30,000,000	Jan. 3, '98.	2	153	153½	132	137⅝	...	48,873
114½ Feb. 8.	100 Jan. 4.	106	107½	− 4	Michigan Central	18,738,000	Feb. 1, '98.	2	109	109	103½	106	90	8,336
30⅝ Feb. 15.	25 Jan. 5.	26½	27	− 1½	Minneapolis & St. Louis	6,000,000	....	—	28	28	25⅝	28	...	2,110
88¼ Feb. 15.	*85 Feb. 24.	84	87		Minneapolis & St. Louis 1st pf.	2,500,000			85	85	85	85	...	37
59⅝ Feb. 15.	53 Feb. 24.	53	55	− 3½	Minneapolis & St. Louis 2d pf.	4,000,000	Jan. 15, '98.	1½	56½	56½	53	53½	46	760
65 Feb. 4.	57 Jan. 20.	59½	62	+ ½	Minnesota Iron	16,500,000	....	—	59⅝	60	59⅝	60	47½	1,200
14¼ Jan. 26.	11¼ Feb. 24.	11⅝	12	− ⅝	Missouri, Kansas & Texas	52,450,000	....	—	12¼	12½	11¼	11⅞	13⅛	4,150
41 Jan. 28.	33½ Jan. 5.	36⅝	37	− ½	Missouri, Kansas & Texas pf.	13,000,000	....	—	36	37	34½	36½	30½	18,201
35⅝ Jan. 28.	24 Feb. 24.	26⅝	27	− 4⅛	Missouri Pacific	47,442,375	....	—	30½	30½	24	26⅝	21	40,921
32½ Feb. 7.	27 Feb. 24.	27½	28	− 2	Mobile & Ohio	5,320,600	....	..	28	28	27	28	...	650
*175 Jan. 14.	*167½ Jan. 4.	171	174	−	Morris & Essex	15,000,000	Jan. 3, '98.	3½	172½	172½	170¼	170¼	165	320
37⅞ Jan. 7.	30 Feb. 24.	30⅝	30½	− 3⅝	National Lead Company	14,905,400	Feb. 15, '98.	1	33⅞	33⅞	30	30½	23¼	8,606
109½ Feb. 10.	103¼ Feb. 24.	103½	105	− 2⅝	National Lead Company pf.	14,904,000	Dec. 15, '97.	1¾	108½	108½	103¼	104	90⅝	1,842
19 Jan. 14.	17 Jan. 4.	16½	17	− ½	National Linseed Oil	18,000,000	Sep. 16, '95.	1	18½	18½	17	17	13⅛	750
98¼ Jan. 8.	89 Feb. 24.	92	92¼	− 3⅝	New Jersey Central	22,497,000	Feb. 1, '98.	..	94⅝	94⅝	89	92	96⅝	18,485
119⅝ Jan. 28.	105⅝ Jan. 3.	112¼	112⅝	− 3⅝	New York Central	100,000,000	Jan. 15, '98.	1	115	115⅛	109½	112½	93⅞	91,553
*195½ Feb. 2.	184 Jan. 4.	185	188	− 4⅝	New York, New Haven & Hartford	47,636,500	Dec. 3, '97.	2	190	190	190	190	174	115
15⅝ Jan. 31.	12½ Feb. 24.	12⅝	12½	− 1⅝	New York, Chicago & St. Louis	14,000,000	....	..	13⅛	13⅛	12½	12⅝	11½	550
76 Jan. 31.	*67 Jan. 22.	68	73	..	New York, Chicago & St. Louis 1st pf.	5,000,000	Mch. 2, '96.	5	73	73	73	73	...	100
40¼ Jan. 29.	35 Jan. 7.	34	35¼	..	New York, Chicago & St. Louis 2d pf.	11,000,000	....	..	35	35	35	35	...	400
*123⅝ Feb. 16.	121 Jan. 4.	...	...	−	New York, Lackawanna & Western	10,000,000	Jan., '98.	1¼	123½	123½	123½	123½	...	10
18 Jan. 5.	8 Jan. 8.	13	14	− ¼	New York, Susquehanna & Western	12,451,000	....	..	14	14	14	14	8⅝	600
38 Feb. 11.	23 Jan. 10.	33½	34	− ½	New York, Susquehanna & Western pf.	12,951,100	Nov. 1, '98.	1¼	34½	34½	32½	34	24½	2,550
17 Feb. 7.	14¼ Jan. 26.	13⅝	16¼	− 1⅝	Norfolk & Western	66,000,000	....	..	15	15	15	15	...	335
56¼ Feb. 7.	45½ Feb. 24.	47¾	48½	− 3½	Norfolk & Western pf.	23,000,000	Feb. 23, '98.	1	50	50	45½	47⅝	...	24,966
6⅝ Feb. 17.	4½ Jan. 15.	5⅝	5⅝	− ⅛	North American	39,733,600	....	..	5⅝	5⅞	5⅛	5½	4⅝	9,955
28⅝ Jan. 31.	19 Feb. 24.	21⅞	22	− 2¼	Northern Pacific	79,800,000	....	..	23⅞	23⅞	19	21⅞	14½	59,297
69 Jan. 31.	58 Jan. 5.	61⅝	61⅝	− 1⅞	Northern Pacific pf.	75,000,000	Jan. 15, '98.	1	63	63	58⅞	61⅝	38⅞	113,461
*3⅝ Feb. 10.	3¼ Jan. 4.	3	5	..	Ontario Mining	15,000,000	Dec. 31, '97.	75c	3½	3½	3½	3½	...	50
18⅞ Feb. 2.	15 Feb. 24.	15⅝	15½	− 1	Ontario & Western	58,118,982	....	—	16½	16½	15	15½	14⅝	9,195
30½ Jan. 22.	19 Jan. 3.	26½	28	− 2⅝	Oregon Improvement, 5th in. pd.	7,500,000	Aug. 1, '90.	1	28	28	25¾	26½	...	1,085
54¼ Feb. 1.	35½ Jan. 7.	47	50	− 4½	Oregon Railroad & Navigation	24,000,000	....	..	50	50⅝	46	46	...	1,127
72½ Jan. 20.	68 Jan. 3.	67	70	− 3	Oregon Railroad & Navigation pf.	11,000,000	Jan. 3, '98.	1	68½	68½	68	68	41	330
33⅝ Feb. 17.	19⅝ Jan. 3.	27½	29	− 1⅛	Oregon Short Line	24,778,600	....	..	29½	31	27	28½	...	3,478
32⅝ Feb. 4.	26¼ Feb. 24.	27	27½	− 3⅛	Pacific Mail	20,000,000	Dec. 1, '97.	1	30¼	30½	26¼	27⅝	25⅝	10,586
*350 Feb. 25.	*350 Feb. 25.	340	...	−	Pennsylvania Coal	5,000,000	Feb. 1, '98.	4	350	350	350	350	...	13
120⅝ Feb. 7.	111½ Feb. 24.	114½	115	− 2¼	Pennsylvania Railroad	129,303,250	....	..	116½	116½	111½	114½	...	20,285
99½ Feb. 11.	88⅝ Feb. 24.	90⅞	91⅛	− 3	People's Gas, Chicago	25,000,000	Feb. 25, '98.	1½	93½	93½	88⅝	90⅝	...	95,290
1½ Feb. 11.	⅞ Jan. 7.	1	1¼	− ⅜	Peoria, Decatur & Evansville	8,400,000	....	—	1⅛	1⅛	⅞	1	...	800
46¼ Feb. 7.	38⅞ Jan. 5.	43½	44½	− 1½	Pittsburg, Cin., Chi. & St. Louis	24,354,827	....	..	43⅞	44	43¼	43½	49½	4,630
71 Feb. 7.	64½ Jan. 18.	...	68	− 3⅞	Pittsburg, Cin., Chi. & St. Louis pf.	22,658,460	Jan. 27, '96.	2	68	68	66	66½	...	450
*171½ Feb. 11.	*168 Feb. 25.	168	...	..	Pittsburg, Fort Wayne & Chicago	19,714,286	Jan. 4, '98.	1¾	168	168	168	168	...	10
189⅝ Feb. 11.	173 Jan. 4.	177	178½	− 5½	Pullman Palace Car Company	36,000,000	Nov. 15, '97.	2	180	180⅞	175	178	156⅞	7,052
23⅝ Jan. 6.	18 Feb. 24.	18¼	18⅝	− 1⅞	Reading	69,900,000	....	—	20⅛	20⅛	18	18½	...	24,105
54⅛ Feb. 3.	41¼ Feb. 24.	44¼	44½	− 4⅝	Reading 1st pf.	28,000,000	....	—	48	48	41¼	44¼	49⅝	32,564
29 Jan. 6.	21½ Feb. 24.	22½	23	− 3⅝	Reading 2d pf.	42,000,000	....	—	25½	25½	21¼	23	30	20,225
*184 Feb. 15.	*182 Jan. 26.	180	...	− ⅝	Rensselaer & Saratoga	10,000,000	Jan., '98.	4	183⅝	183⅝	183⅝	183⅝	...	100
25 Feb. 11.	*21½ Jan. 11.	...	...	−	Rio Grande Western	10,000,000	....	—	23	23	23	23	...	525
8¾ Feb. 11.	5⅝ Feb. 24.	6	7	− 1¼	St. Joseph & Grand Island	4,600,000	....	..	6¾	7	5¾	6	...	1,850
56 Feb. 10.	45 Feb. 24.	47½	49⅝	− 7¼	St. Joseph & Grand Island 1st pf.	5,497,600	Dec. 31, '97.	2½	50	50¼	45	45	...	629
22⅝ Feb. 10.	16 Feb. 23.	15½	17	− 1⅝	St. Joseph & Grand Island 2d pf.	3,430,000	....	—	17	18	16	16¼	...	910
7⅝ Jan. 8.	6⅝ Feb. 23.	6⅝	7	− ⅛	St. Louis & San Francisco	29,000,000	....	..	6⅝	6⅝	6⅝	6⅝	5⅛	500
58½ Feb. 7.	53½ Jan. 24.	54⅝	55¼	− 1⅜	St. Louis & San Francisco 1st pf.	5,000,000	Jan. 3, '98.	2	56	56	54½	54⅞	39⅞	2,231
28 Feb. 8.	22½ Feb. 24.	24⅛	24½	− 1⅜	St. Louis & San Francisco 2d pf.	16,000,000	....	..	26	26	22½	24½	15¼	4,160
5 Feb. 2.	3⅝ Jan. 24.	4	5	+ ¼	St. Louis Southwestern	16,500,000	....	..	4	4½	4	4½	3⅝	3,090
11 Jan. 27.	9 Jan. 24.	9	10	− ⅛	St. Louis Southwestern pf.	20,000,000	....	..	9⅝	9⅝	9	9¼	10⅛	798
*88 Feb. 15.	80¼ Feb. 23.	80	85	− 7¼	St. Paul & Duluth pf.	4,792,686	Sep. 1, '97.	2½	80¼	80¼	80¼	80¼	...	100
136 Feb. 11.	*121½ Jan. 6.	132	138	..	St. Paul, Minnesota & Manitoba	20,000,000	Feb. 1, '98.	1½	135	135	135	135	117	110
79 Feb. 11.	67 Feb. 24.	71	71½	− 4¼	St. Paul & Omaha	18,559,187	Feb. 21, '98.	2	73	74	67	70⅝	51⅛	8,865
151½ Jan. 22.	*148 Jan. 5.	150½	155	−	St. Paul & Omaha pf.	11,259,912	Feb. 21, '98.	3½	150	150⅛	150	150⅛	135	390
22 Jan. 12.	19 Feb. 24.	19	19½	− ⅛	Southern Pacific	70,006,100	....	—	19¼	19½	19	19⅛	14⅝	1,560
9⅞ Feb. 10.	8⅜ Feb. 25.	8⅝	8⅝	− ½	Southern Railway	120,000,000	....	—	8¾	9	8⅝	8⅛	9⅛	5,537
33¼ Feb. 11.	26 Feb. 24.	28⅝	28⅝	− 1⅝	Southern Railway pf.	54,800,000	Jan. 20, '98.	1	30	30	26½	28⅝	28⅝	24,227
5⅝ Feb. 16.	3¼ Jan. 3.	4¼	4½	− ⅜	Standard Rope & Twine	12,000,000	....	—	4⅞	4⅞	4½	4½	10⅝	170
28½ Jan. 11.	19 Feb. 24.	19⅞	20⅛	− 2⅞	Tennessee Coal and Iron	20,000,000	Jan., '87.	1	22⅝	22⅝	19	20	28¼	17,495
12⅝ Feb. 15.	10 Feb. 24.	10⅝	10½	− 1⅝	Texas Pacific	38,710,900	....	—	11⅝	11⅝	10	10⅝	9¼	7,880
194½ Feb. 17.	164 Jan. 5.	187½	190	+ 2	Third Avenue	10,000,000	Nov. 29, '97.	2	185	190	178	188	155	2,435
36½ Feb. 2.	25½ Jan. 3.	30⅝	30½	− 1½	Union Pacific, all in. paid	60,868,500	Apl. 1, '84.	3½	31⅝	31⅝	26⅝	30½	...	70,952
22½ Feb. 25.	21 Feb. 25.	22¼	22½	..	Union Pacific, new	....	....	—	21½	22½	21	22¼	...	2,100
63⅝ Feb. 2.	51 Feb. 24.	54⅛	54⅜	− 4⅜	Union Pacific pf., new	....	....	—	57½	57½	51	54½	...	163,711
10¼ Feb. 18.	6⅝ Jan. 5.	8⅝	9	− ⅞	Union Pacific, Denver & Gulf, t. r.	29,380,182	....	..	9⅛	9½	8¼	8⅞	...	8,770
*45 Feb. 9.	40 Jan. 5.	42	45	−	United States Express	10,000,000	Nov. 1, '97.	1½	44½	45	43	43	39⅝	115
7⅝ Feb. 7.	6¼ Feb. 25.	6½	7	− ¼	United States Leather	61,509,900	....	—	6⅝	7	6⅛	6⅝	8	845
67 Jan. 31.	59⅞ Feb. 24.	61	61¾	− 1½	United States Leather pf.	60,909,900	Jan. 3, '98.	1	63	63	59⅞	61½	59⅝	15,876
21⅝ Feb. 15.	15 Jan. 3.	16	17	− 3¼	United States Rubber	20,166,600	Feb. 15, '97.	2	18⅝	18⅝	16	16	20½	3,321
74⅝ Feb. 15.	63½ Jan. 11.	65½	66	− 5¼	United States Rubber pf.	19,400,500	Jan. 15, '98.	2	70	70	65	66½	72½	2,897
7⅝ Jan. 12.	6½ Feb. 24.	6½	6¾	− ⅜	Wabash	28,000,000	....	—	7	7¼	6⅛	7	6½	2,380
19⅝ Jan. 1.	15 Feb. 24.	16	16⅛	− 1⅝	Wabash pf.	24,000,000	....	—	17⅞	17½	15	15⅞	15⅞	15,075
*120 Feb. 14.	*113 Jan. 10.	115	120	..	Wells-Fargo Express	8,000,000	....	..	115	119	115	119	100	37
102 Jan. 8.	97½ Feb. 25.	...	...	− ½	West Chicago Street	13,189,000	Feb. 15, '98.	1½	98	99⅝	97½	97½	...	2,100
8 Jan. 13.	7½ Jan. 5.	7½	9	..	Western Union Beef	97,370,000	Nov. 23, '97.	2	8	8	8	8	...	130
93⅝ Jan. 10.	86¼ Feb. 25.	86⅝	87⅛	− 4⅝	Western Union Telegraph	13,600,000	Jan. 15, '98.	1¼	90⅝	90⅝	86¼	86⅝	83½	51,304
3⅝ Jan. 11.	2 Jan. 5.	2⅝	2½	− ¼	Wheeling & Lake Erie, $1 ass't. paid	15,000,000	....	..	2⅝	2⅝	2½	2½	...	1,155
16 Jan. 12.	9⅝ Jan. 4.	9½	10⅛	− 1⅞	Wheeling & Lake Erie pf., $1 ass't paid	4,500,000	May 15, '94.	2	12⅝	12¼	10½	10½	...	800
3⅞ Jan. 17.	2 Feb. 23.	1⅞	2½	−	Wisconsin Central	12,000,000	....	—	2	2	2	2	2	300
					SILVER.									
57⅝ Jan. 13.	56½ Feb. 24.	55⅝	56⅝	..	Bullion Certificates	....	....	—	56½	56½	56½	56½	64⅝	1,000

Note—The highest and lowest prices in this table, unless otherwise designated, are based on sales of 100-share lots. *Sales of less than 100 shares. †Sale at buyer 3 days.

Bond Transactions New York Stock Exchange Week Ending Feb. 26, 1898.

BONDS.

Sales Week Ending Feb. 26. $17,005,300

	Week Ending Feb. 26, 1898. First	High.	Low.	Last.	Sales.
Albany & Susquehanna con. 6s	117	117	117	117	1
American Dock & Improvement 5s	114	114	114	114	1
American Tobacco scrip	82	82	79	79½	32
Ann Arbor 1st 4s	85	85	84	84	29
Atchison, Col. & Pac. 1st, tr. r.	32	32	32	32	8
Atchison, Topeka & Santa Fé general 4s	92¼	92⅝	89½	90⅝	844
Atchison, T. & S. F. adjustment 4s	61⅝	61⅝	58	59½	3,086
Austin & Northwest 1st 4s	85½	85½	85	85	21
Broadway & Seventh Ave. consol. 5s	120	120	120	120	7
Brooklyn Rapid Transit 5s	95	95½	92	94¼	150
Brooklyn Elevated 1st 6s, t. r.	83	83	83	83	10
Brooklyn Wharf & Warehouse 5s	98½	98½	97	97	19
Brooklyn Union Gas 5s	114½	114½	112½	112½	52
Buffalo, Rochester & Pitts. gen. 5s	106	106	106	106	10
Canada Southern 1st 5s	110½	110½	110	110½	21
Canada Southern 2d 5s	110	110	110	110	8
Central of Georgia 1st income 5s	33½	33½	30	30	12
Central of Georgia 2d income 5s	13	13	12½	12⅝	24½
Central of Georgia 1st 5s	116⅜	116⅜	116⅜	116⅜	1
Central of Georgia consol. 5s	90	90	88	88	5
Central Railroad & Banking Co. Ga., c. t. 5s	91¼	91¼	91¼	91¼	1
Central Pacific land grant 6s	100½	100½	100½	100½	5
Central of New Jersey general 5s	114	114	114	114	11
Central of New Jersey gen. 5s, registered	114	114	114	114	15
Central Pacific 1st, San Joaquin 6s	105	105	105	105	1
Central Pacific land grant 5s	100½	100½	100½	100½	5
Central Pacific extended 5s	102	103⅛	102	103	26
Chesapeake & Ohio general 4½s	83¾	83¾	80	82	240
Chesapeake & Ohio con. 5s	116	116¼	115½	115½	54
Chicago & Alton sinking fund 6s	112½	112½	112½	112½	5
Chicago, Bur. & Quincy conv. 5s	110½	110½	110½	110½	10
Chicago, Bur. & Quincy sinking fund 5s	107	107	107	107	5
Chicago, Burlington & Quincy consol. 7s	116¼	116¼	116¼	116¼	5
Chi., Bur. & Quincy, Denver Div. 4s	99¼	99¼	99¼	99¼	2
Chi., Burlington & Quincy, Neb. ext. 4s	99½	99½	97½	97½	42
Chicago, Bur. & Quincy debenture 5s	107½	107½	107½	107½	15
Chicago & Erie 1st 5s	112½	112½	111	111	12
Chicago Gas LAght & Coke 1st 5s	106	106	105½	105½	19
Chicago, Indiana & Louis. refunding 6s	101	102	101	102	5
Chicago Terminal Transfer 4s	85½	85½	85	85¼	146
Chi., St. Paul, Minneapolis & Om. con. 7s	137	137½	137	137½	6
Cleve., Cin., Chi. & St. L. 1st St. L. Div. 4s	97	97½	97	97½	9
Colorado Midland 1st 6s, t. r.	65¾	65¾	65	65½	23
Columbus, H. V. & Toledo 5s, t. r., $45 pd.	80⅝	80⅝	76	77	25
Consumers' Gas, Chicago, 1st 5s	104	104	104	104	5
Denver & Rio Grande 4s	94	94	93½	94	6
Denver & Rio Grande 1s 7s	110½	110½	110½	110½	7
East Tenn., Vir. & Georgia con. 5s	111	111	111	111	30
Edison Elec. Ill. of N. Y. consol. 5s	116	116	116	116	5
Edison Electric Illuminating of N. Y. 1st 5s	112	112	112	112	6
Elisabeth, Lexington & Big Sandy 5s	102½	102½	102½	102½	5
Erie 1st extended 4s	113½	113½	113½	113½	1
Erie Consolidated 7s	147½	147½	146	146	2
Erie prior lien 4s	91¼	91½	89½	90	123
Erie general lien 3-4s	72¼	72¾	70	70½	194
Erie 5th ext. gold 4s	104½	104½	104½	104½	1
Flint & Pere Marquette 6s	115	115	115	115	1
Fort Worth & Denver City 1st 6-6s	72	72	70	70	20
Fort Worth & Rio Grande 1st 5-4s	58¾	58¾	58¾	58¾	8
Galveston, H. & Harrisburg 5s	92	92	91½	91½	13
Gal., Harrisburg & San An., Max. & P. 5s	95	95¼	95	95¼	17
General Electric debenture 5s	101	101	101	101	6
Georgia Pacific 1st 5-6s	120¼	120¼	120	120	6
Hannibal & St. Joseph Consol. 6s	122½	122½	122½	122½	5
Houston & Texas gen. 4s	79¾	79¾	79¾	79¾	23
Houston & Texas 1st 5s	110	110	110	110	18
Illinois Central 4s, 1951	113¾	113¾	113¾	113¾	1
Illinois Central 4s, 1952	102	102	102	102	2
Illinois Central 3½s, registered	101	101	101	101	2
International & Great Northern 2d 5s	88	88	87½	87½	7
Indiana, Decatur & Western 1st 5s	100½	100¼	100¼	100¼	2
Iowa Central 1st 5s	103	103	100	100	26
Kanawha & Michigan 4s	82½	82½	82½	82½	2
Kansas City P. & Gulf 1st 5s	81	81	79	79	56
Kansas City & Pacific 1st 4s	72	72	72	72	5
Kansas Pacific consol. gold 6s, tr. rects.	106	106	105	106	1
Kansas & Texas 1st 4s	89¾	89¾	87	88	132
Kansas & Texas 2d g. 4s	63	63	60¼	60¼	294
Kentucky Central 1st 4s	84	84	81½	82½	32
Kings County Elevated 1st 5s	46	46	46	46	8
Knoxville & Ohio 1st 6s	117	117	117	117	3
Laclede Gas of St. Louis 1st 5s	103	103½	103	103	50
Lake Erie & Western 2d 5s	102½	102⅝	102½	102½	101
Lake Shore 1st coupon 7s	109¾	109¾	109¾	109¾	2
Lake Shore 2d 7s, coupon	120	120½	120	120	17
Lake Shore 3½s, registered	106	106	106	106	2
Lehigh & New York 1st 4s	92	92	92	92	4
Lehigh Valley Terminal 5s	111¼	111¼	111¼	111¼	3
Lehigh & Wilkesbarre consol. 7s assented	103¼	103¼	103¼	103¼	3
Lehigh & Wilkesbarre M. 5s	93	93	93	93	1
Lexington Ave. & Pavonia Ferry 1st 5s	121	121	121	121	4
Louisville & Nashville consol. 7s	103	103	103	103	2
Long Dock 6s	139	139	139	139	5
Louisville & Nashville call trust 5s	106	106¾	106	106¾	5
Louis. & Nash., So. & No. Ala. gtd. 5s	97½	97½	97½	97½	10
Louisville & Nashville unified g. 4s	89¼	89½	87¼	89⅝	152
Louis., New Albany & Chicago 1st 6s	112	112	112	112	1
Manhattan Consolidated 4s	97	97	96¼	96¼	12
Metropolitan Street Railway 5s	113¾	113¾	111	112	188
Mexican International consol. 4s	72	72¾	71⅜	72⅜	111
Michigan Central consol. 7s	118⅝	118⅝	118⅝	118⅝	1
Michigan Central 6s, 1909	122	122	122	122	2
Michigan Central mtge. 4s	106	106	106	106	1
Milwaukee, Lake Shore & Wis. 1st 6s	136⅝	136⅝	136⅝	136⅝	5
Mil. Lake Shore & Wis. 6s, Ashland Div.	135	135	135	135	3
Milwaukee, Lake Shore & W. ext. & imp. 5s	117½	117½	117½	117¾	1
Minneapolis & St. Louis con. 5s	107½	107½	107	107	11
Missouri, Kansas & Eastern 1st 5s	98	98	95¾	95¾	25
Missouri Pacific trust 5s	79	79	79	79	11
Missouri Pacific consol. 6s	99	99	98¼	98¼	112
Mobile & Ohio gen. 4s	78	78	76¾	78	40
Mobile & Ohio new 6s	121	121	121	121	2
Morgan's Louisiana & Texas 7s	127	127	127	127	5
Morris & Essex Canal 7s, gtd.	142	142	142	142	8
Nash., Chatt. & St. Louis con. 5s	103	103	104	104⅜	33
New York Central 1st 7s, registered	116¼	116¼	116¼	116¼	20
New York Central debenture 5s	112	112	112	113	6
New York Central reg. deb. 5s, 1885-1904	106½	106½	106½	106½	2
New York Central 1st 7s, coupon	116½	116½	116½	116½	22
New York, Chicago & St. Louis 1st 4s	109¾	109¾	105½	105½	27
New York & Harlem 1st 7s, coupon	109¼	109¼	109¼	109¼	2
New York, Lackawanna & West. 1st 6s	138	138	138	138	3
New York, Ontario & Western rdg. 4s	101½	101½	100	100¾	10
New York, Susquehanna & West. gen. 5s	94	94	91	91½	55
New York, Sus. & Western refdg. 5s	108	108	108	108	6
New York, Sus. & Western Terminal 5s	111½	111½	111½	111½	2
Norfolk & Western con. 4s	82	82	80¾	81	108
Northern Pacific general lien 6s	61¾	61¾	60	60⅜	354½
Northern Pacific 1st 6s, coupon	119	119	118	118½	13
Northern Pacific 1st 6s, registered	118½	118½	116½	116½	6
Northern Pacific prior lien 4s	96¾	96¾	94⅝	95⅛	205½
Northern Pacific Terminal 1st 6s	107	107	105¾	105¾	20
Northern Railway of California 5s	102¼	102½	102½	102½	12
Northwest consol. 7s	143¾	143¾	143¾	143⅝	2
Northwest gold 7s	116½	116½	116½	116½	1
Northwest debenture 6s, 1933	117	117⅝	117	117⅝	7
Northwest debenture 6s, 1863, registered	119	119	119	119	10
Northwest 25-year debenture 5s	110⅝	110½	110½	110½	5
Northwest 30-year debenture 5s	116½	116½	116½	116½	2
Ohio Southern 1st 6s	84½	84⅝	84½	84½	15
Oregon Improvement con. 5s, 5th in. paid	61	61	55	57	330
Oregon Improvement 1st 6s, trust receipts	112	112	109	109	20
Oregon Short Line con. 5s	101½	102	99	99	93½
Oregon Short Line 6s	124	124	123	123	8
Oregon Short Line Un. R. and col. trust	45¼	46	44	45½	87
Oregon Short Line inc. A 5s	67¼	67¼	64	65	76
Oregon Railroad & Navigation 4s	96⅝	96⅝	94½	94⅝	77
Oregon Railway and Navigation 1st 6s	114	114	114	114	6
Pacific of Missouri 1st 4s	103	103	103	103	2
Peoria & Pekin Union 2d 4s	86½	86½	85¾	85½	4
Pittsburg, Cin., Chi. & St. L. 4½s, series B.	113¾	113¾	113¾	113¾	11
Pitts., Shenango & Lake Erie 1st 5s	109	109	109	109	5
Pittsburg & Western 1st 4s	83¾	83¾	81	81	113
Reading general 4s	84⅝	85	83¾	83	375
Rio Grande Western 1st 4s	82½	82½	81	81	30
Rock Island 5s, coupon	105¾	105¾	105¼	105¾	211
Rock Island 5s, registered	105¾	105¾	105¼	105¾	15
Rock Island debenture 5s	107½	107½	107¼	107¼	15
Rome, Watertown & Ogdens. con. 5s	122½	122½	122	122	2
St. Joseph & G. I. 1st 5-8-5s	73	73	73	73	3
St. Louis & Iron Mountain general 5s	93½	93½	93	93	143
St. Louis & Iron Mountain gen. 5s, stamped	90	90	89	90	1
St. Louis & Iron Mountain 1st extended 4½s	107½	107½	107½	107¾	2
St. Louis & Iron Mountain 2d	105	105	105	105	15
St. Louis & San Francisco con. 6s	74	74	73	73½	65
St. Louis & San Francisco 2d, Class A	116¼	116¼	116¼	116¼	2
St. Louis & San Francisco 2d, Class C	116¾	116¾	116¾	116¾	2
St. Louis & San Francisco gen. 6s	106½	104	103½	103½	15
St. Louis Southwestern 1st 4s	74½	74½	73	73	35
St. Louis Southwestern 2d income 4s	29	29	29	29	3
St. Paul 1st, Chi., Pacific & Western 5s	116¾	116¾	113¾	113¾	6
St. Paul 1st, Wisconsin & Minnesota 5s	115	115	115	115	1
St. Paul 1st Southern Minnesota 6s	121	121	121	121	1
St. Paul Terminal 1st 6s	113	113	113	113	1
St. Paul 1st, Chicago & Mo. River 5s	115	115	115	115	2

BONDS.

	Week ending Feb. 26, 1898. First.	High.	Low.	Last.	Sales.
St. Paul gen. 4s, Series A	106½	106½	106	106	14
St. Paul & Duluth 2d 5s	109	109	109	109	13
St. Paul, Minneapolis & Manitoba con. 6s	129	129	128	128	4
St. Paul, M. & Man. con. 6s, reduced to 4½s	108	108	108	108	...
St. Paul, Minn. & Man., Montana ext. 4s	98¾	98¾	97½	97½	7
San Antonio & Aransas Pass 4s	61½	61½	59½	60	189
South Carolina & Georgia 1st 5s	96	96	96	96	1
Southern Pacific of California consol. 5s	96	96½	96	96⅛	25
Southern Pacific of New Mexico 1st 6s	106¼	106¼	106	106	20
Southern Pacific of Arizona 1st 5s	103	103	102	102¾	43
Southern Railway 5s	92	92½	90	90⅝	184
Standard Rope & Twine income 5s	13½	13¾	13½	13½	5
Standard Rope & Twine 6s	56	57	56	57	5
Texas & New Orleans con. 5s	98¾	98¾	98	98¼	29
Tenn. Coal & Iron 1st. Tenn. Div. 6s	86	86	84	84	7
Terminal of St. Louis con. 5s	106½	107	106½	107	13
Texas & Pacific 1st 5s	101	101	99	99¼	101
Texas Pacific 2d inc. 5s	34	34	31¼	33⅜	555
Third Avenue 5s	124	124	123½	123½	12
Toledo & Ohio Central 1st 5s	104½	104½	104½	104¾	5
Toledo, St. Louis & Kansas City 1st, t. r.	86	86	86	86	1
Union Elevated 1st 5s, trust receipts	85	85	83	83¼	12
Union Pacific, new 4s	94¾	94¾	92	93	4,296
Union Pacific, Den. & Gulf 1st 5s, t. r.	57¾	57⅞	54½	55½	635
Union Pacific, Lincoln & Colorado 1st 5s	35	35	35	35	3
United States Leather Company 6s	115	115¾	115	115⅝	10
Virginia Midland gen. 5s	105½	105½	105	105	10
Virginia Midland gen. 5s, stamped	105½	105½	105½	105½	3
Wabash 1st 5s	109	109	108	108	66
Wabash 2d 5s	80½	80½	78	78¼	203
West Shore gtd. 4s	110¼	110¼	110¼	110¼	97
West Shore gtd. 4s, registered	109⅛	109⅛	109¼	109¼	27
Western New York & Penn. gen. 5-4s	53	53	51½	51½	19
Western New York & Penn. 1st 5s	108½	108½	108½	108½	2
Western Union debenture 7s, 1875	105½	105½	105½	105½	3
Wilkesbarre & Eastern 1st 5s	100	100	90¾	90¾	9
Wisconsin Central 1st 5s, trust receipts	42¾	43¾	39½	41⅝	453
Total sales					$16,846,800

GOVERNMENT BONDS.

Bond Transactions New York Stock Exchange Week Ending Feb. 26, 1898.

United States 4s, 1907, registered	111⅞	111⅞	111¾	111⅞	10
United States 4s, 1907, coupon	113	113	113	113	13
United States 4s, 1925, registered	127	127	126½	126½	20
United States 4s, 1925, coupon	127½	127½	124¼	124¼	67½
United States 5s, coupon	113½	113½	113¼	113½	6
Total sales					$116,500

STATE BONDS.

Bond Transactions New York Stock Exchange Week Ending Feb. 26, 1898.

North Carolina 6s, 1919	128	128	128	128	2
Tennessee Settlement 3s	90	90	90	90	1
Virginia funded debt 2-3s, 1991	71½	71¼	70¾	70¾	39
Total sales					$42,000
Grand total					$17,005,300

GOVERNMENT BONDS.

HIGHEST, LOWEST, AND LAST PRICES, YEAR 1898.

	Highest.		Lowest.		Last Sale.	
United States 4s, 1907, registered	113½	Feb. 4	111¾	Feb. 25	111¾	Feb. 25
United States 4s, 1907, coupon	114¾	Feb. 8	113	Feb. 25	113	Feb. 25
United States 4s, 1925, registered	129½	Jan. 11	127½	Jan. 20	126½	Feb. 24
United States 4s, 1925, coupon	129¾	Jan. 12	124¼	Feb. 25	124¼	Feb. 25
United States 5s, 1904, registered	115	Jan. 12	113¾	Jan. 18	113¾	Jan. 18
United States 5s, 1904, coupon	115	Jan. 14	113½	Feb. 1	113½	Feb. 21
United States currency 6s, 1899	104	Jan. 22	104	Jan. 22	104	Jan. 22

STATE BONDS.

HIGHEST, LOWEST, AND LAST PRICES, YEAR 1898.

	Highest.		Lowest.		Last Sale.	
Louisiana Consolidated 4s	103	Jan. 17	101¾	Jan. 19	101¾	Jan. 19
North Carolina 6s, 1919	128	Feb. 23	128	Feb. 23	128	Feb. 23
North Carolina Consolidated 4s	101	Jan. 6	101	Jan. 6	101	Jan. 6
Tennessee Settlement 3s	90	Jan. 18	89½	Feb. 5	90	Feb. 25
Tennessee Sett. 3s, small	88	Jan. 5	88	Jan. 5	88	Feb. 5
Virginia funded debt 2-3s, 1991	71¼	Jan. 31	69	Jan. 10	70¾	Feb. 24
Virginia deferred 6s, trust rec'ts	5	Jan. 13	4½	Feb. 15	4½	Feb. 15

STATE AND GOVERNMENT BONDS.

Last sales in 1897 of Government and State Bonds in which there have been no dealings in 1898:

	Sales.	Date.		Sales.	Date.
Alabama, Class A	106¾	Nov. 20	North Car. con. 4s, (small)	100	Oct. 4
Alabama, Class A, (small)	107¾	Oct. 9	Virginia deferred 6s	5	Apr. 1
Alabama, Class B	104¾	July 28	United States 2s, reg	98¼	Sept. 10
Alabama, Class C	93	Sept. 27			

BANK STOCKS.

Transactions on New York Stock Exchange from Jan. 1, 1898.

	Highest.		Lowest.		Last Sale.	
America	350	Jan. 25	350	Jan. 25	350	Jan. 25
American Exchange	174	Jan. 31	170	Jan. 6	174	Jan. 31
Continental	130	Jan. 4	130	Jan. 4	130	Jan. 27
Corn Exchange	290	Feb. 4	290	Feb. 4	290	Feb. 4
Market & Fulton	220	Feb. 16	220	Feb. 16	220	Feb. 16
Mechanics'	185	Feb. 11	185	Feb. 11	185	Feb. 11
Merchants'	148¼	Jan. 4	148¼	Jan. 4	148¼	Jan. 4
Ninth	92½	Feb. 9	92½	Feb. 9	92½	Feb. 9
North America	135¼	Feb. 15	135¼	Feb. 15	135¼	Feb. 15
Park	271	Feb. 26	263	Jan. 28	271	Feb. 26
Shoe & Leather	100	Jan. 13	99½	Jan. 20	99¼	Jan. 20
Tradesmen's	110	Feb. 15	105	Jan. 21	110	Feb. 15
West Side	275	Jan. 10	275	Jan. 10	275	Jan. 10
Western National	155	Jan. 28	155	Jan. 28	155	Jan. 28

Last sales on the New York Stock Exchange in 1897 of bank stocks not yet dealt in there this year:

		Date.			Date.
Broadway	242	Nov. 19	Importers & Traders'	535	March 23
Butchers & Drovers'	98	Nov. 27	Manhattan	280	Nov. 13
Central National	162	Nov. 23	Metropolis	475	April 21
Chatham	298	Nov. 19	New York	240	Dec. 6
Chemical	4300	Feb. 2	New York County	800	March 23
Citizens'	132	Nov. 19	Phenix	100	Dec. 24
Columbia	170	May 10	Republic	150	Aug. 17
Commerce	200	Dec. 7	Seaboard	170	July 19
East River	140	Nov. 29	State of New York	114	Dec. 2
Fourth National	195	Nov. 20	Third National	85	March 14
Gallatin	310	Aug. 19			

THE BULLION MARKET.

The following is a comparison of the average of bullion in the principal European banks last week and at the corresponding date a year ago. These figures are received weekly by cable by The Commercial and Financial Chronicle:

	Gold.	Silver.
BANK OF ENGLAND.		
Feb. 24, 1898	£24,087,315	.....
Feb. 25, 1897	29,089,270	.....
BANK OF FRANCE.		
Feb. 24, 1898	77,261,015	848,510,941
Feb. 25, 1897	79,058,700	49,317,743
BANK OF GERMANY.		
Feb. 24, 1898	20,009,000	13,457,000
Feb. 25, 1897	20,947,500	13,542,000
AUSTRIA-HUNGARY.		
Feb. 24, 1898	10,520,000	12,446,000
Feb. 25, 1897	10,776,000	12,677,000
SPAIN.		
Feb. 24, 1898	9,618,000	10,710,000
Feb. 25, 1897	9,538,000	10,580,000
NETHERLANDS.		
Feb. 24, 1898	2,642,000	6,926,000
Feb. 25, 1897	2,694,000	6,921,000
BELGIUM.		
Feb. 24, 1898	2,974,000	1,437,000
Feb. 25, 1897	2,956,667	1,413,333
Total for the week	$153,725,330	$55,446,941
Total preceding week	152,291,660	55,172,883
Corresponding week last year	201,180,000	62,161,000

CLEARING HOUSE COMPARISONS.

*Exchanges week ending Feb. 26	$808,511,562
*Balances week ending Feb. 26	41,639,432
Exchanges week ending Feb. 19	906,600,616
Balances week ending Feb. 19	44,228,299
*Exchanges week ending Feb. 12	735,190,643
*Balances week ending Feb. 12	37,429,764
Exchanges week ending Feb. 5	924,210,328
Balances week ending Feb. 5	54,312,481
Exchanges week ending Jan. 29	826,018,146
Balances week ending Jan. 29	51,576,574
Exchanges week ending Jan. 22	863,827,065
Balances week ending Jan. 22	46,981,533
Exchanges week ending Jan. 15	891,167,261
Balances week ending Jan. 15	48,967,003
Exchanges week ending Jan. 8	1,047,807,294
Balances week ending Jan. 8	68,870,349
*Exchanges week ending Dec. 31	730,807,361
*Balances week ending Dec. 31	39,399,771
*Exchanges week ending Dec. 24	695,611,113
*Balances week ending Dec. 24	38,617,407
Exchanges week ending Dec. 18	966,245,517
Balances week ending Dec. 18	53,779,441
Exchanges week ending Dec. 11	783,321,643
Balances week ending Dec. 11	43,220,126
Exchanges week ending Dec. 4	753,320,913
Balances week ending Dec. 4	43,451,913
*Exchanges week ending Nov. 27	803,151,000
*Balances week ending Nov. 27	41,869,378
Exchanges week ending Nov. 20	738,626,000
Balances week ending Nov. 20	44,443,067
Exchanges week ending Nov. 13	783,606,293
Balances week ending Nov. 13	44,220,126
*Exchanges week ending Nov. 6	736,062,562
*Balances week ending Nov. 6	42,280,128
Exchanges week ending Oct. 30	680,229,981
Balances week ending Oct. 30	41,276,423
Exchanges week ending Oct. 23	764,566,102
Balances week ending Oct. 23	47,110,713
Exchanges week ending Oct. 16	799,340,000
Balances week ending Oct. 16	42,736,000

*Five days.

[illegible]								
[illegible]								
[illegible]								
[illegible]								
[illegible]								
[illegible] 1st 6s Park'b. Br. 1919	115½	Feb [illegible]	[illegible]	Jan [illegible]	115½	Feb 21	117½	[illegible]
Do., gold 5s, 1885-1925	[illegible]	Feb [illegible]	[illegible]	Jan [illegible]	101	Feb [illegible]	[illegible]	[illegible]
Do., coupons off, registered	..	....	..	....	75	Feb 13, 97	..	..
Do., cert. of deposit	[illegible]	Feb [illegible]	[illegible]	Jan [illegible]	[illegible]	Feb 15	..	..
Do., do., registered	[illegible]	Feb [illegible]	[illegible]	Feb [illegible]	[illegible]	Feb [illegible]	..	..
Do., con. g. 5s, 1988	..	....	..	....	[illegible]	May 1, 97	..	..
Baltimore Belt 1st g. 5s, int. gtd. 1990	[illegible]	Jan 11	[illegible]	Jan 11	[illegible]	Jan 11	..	..
West Va. & Pitts. 1st g. 5s, 1990	..	....	..	....	[illegible]	Oct., '96	..	..
B. & O. S. W. RR. 1st gtd. g. 4½s, 1990	100	Jan 19	[illegible]	Jan 17	[illegible]	Feb 1	..	..
Do., 1st consolidated g. 4½s, 1993	..	....	..	....	[illegible]	Jne [illegible], 97	..	..
Do., 1st inc. g. 5s Series A, 2043	..	....	..	....	[illegible]	Nov., '96	..	..
Do., do., Series B, 2043	[illegible]	Feb [illegible]	[illegible]	Feb [illegible]	[illegible]	Feb [illegible]	..	..
Monongahela River 1st gtd. g. 5s, 1919	..	....	..	....	[illegible]	July, '96	..	..
Cent. Ohio reorg. 1st con. g. 4½s, 1930	99	Jan 27	99	Jan 27	99	Jan 27	99	..
Ak. & Chi. Junc. 1st gtd. int. g. 5s, 1930	..	....	..	....	90	Nov 1, 97	..	..
Do., coupon off	..	....	..	....	90	Nov 1, 97	..	..
Pitts. & Connellsv. 1st g. 4s, 1946	..	....	..	....	103¼	Oct 6, 97	..	..
Ohio & Miss. con. sink. fund 7s, 1898	..	....	..	....	103	No 1[illegible], 97	..	..
Do., con. 7s, 1898	105%	Jan 8	104	Jan 20	105½	Jan 31	..	..
Do., 2d con. 7s, 1911	..	....	..	....	121	Dec 13, 97	..	..
Do., 1st Springfield Div. 7s, 1905	107%	Feb 10	105%	Jan 27	107	Feb 18	..	107½
Do., 1st gen. 5s, 1932	..	....	..	....	108	April, 9[illegible]	..	..
Brooklyn City 1st consol. 5s, 1941	..	....	..	....	115	Sep 13, 97	..	..
Brooklyn El. Tr. Co. ctfs. 1st g. 6s, 1924	87½	Feb 9	83	Jan 5	85	Feb 26	83	86
Do., Tr. Co. ctfs., 2d g. 5s, 1915	..	....	..	....	48	Jne 18, 97	..	..
Sea. & B. B. Tr. Co. cts. 1st gtd. g. 5s, 1942	..	....	..	....	70½	Dec 14, 97	..	..
Union El. Tr. Co. cts. 1st gtd. g. 6s, 1937	87½	Feb 8	83	Jan 6	83½	Feb 26	83	86
Brooklyn Rapid Transit g. 5s, 1945	97	Feb 18	92	Feb 25	94½	Feb 26	..	..
Brunswick & Western 1st g. 4s, 1938	..	....	..	....	74	Sept., '96	..	..
Buff., Roch. & Pitts. gen. g. 5s, 1937	106	Feb 25	104½	Jan 18	106	Feb 25	105	106½
Roch. & Pitts. 1st g. 6s, 1921	127	Jan 26	127	Jan 26	127	Jan 26	..	..
Do., con. 1st g. 6s, 1922	128	Feb 2	128	Feb 2	128	Feb 2	..	..
Clearfield & Mah. 1st gtd. g. 5s, 1943	..	....	..	....	108	Apr 14, 97	118	..
Buffalo & Susquehanna 1st g. 5s, 1913	..	....	..	....	100	Feb., '96	..	..
Bur., Cedar Rap. & Nor. 1st 5s, 1906	109	Feb 4	107½	Jan 20	108½	Feb 18	107	..
Do., con. 1st and col. trust g. 5s, 1934	109	Jan 17	107%	Jan 6	109	Jan 24	..	..
Minn & St. L. 1st gtd. g. 7s, 1927	..	....	..	....	140	Feb 14, 97	..	..
C.R., Iowa Falls & N.W. 1st g. 6s, 1920	..	....	..	....	108	Dec 10, 97	..	..
Do., do., 1st g. 5s, 1921	105	Jan 4	105	Jan 4	105	Jan 4	..	..
Canada South. 1st, int. gtd. 5s, 1908	111	Jan 10	109%	Jan 6	110½	Feb 26	..	..
Do., 2d 5s, 1913	111	Feb 17	108½	Jan 11	110	Feb 24	..	..
Do., do., registered	..	....	..	....	106	Jan 30, 97	..	..
Cent. RR. & Bkg. Co. of Ga. col. g. 5s, 1937	93½	Feb 16	91½	Feb 23	91½	Feb 23	..	..
Cent. of Ga. RR. 1st g. 5s, 1945	119½	Jan 12	116%	Feb 21	116%	Feb 21	..	..
Do., con. g. 5s, 1945	92½	Jan 22	88	Feb 25	88	Feb 26	..	91
Do., 1st pf. inc. g. 5s, 1945	44½	Jan 6	39	Feb 26	39	Feb 26	..	41
Do., 2d pf. inc. g. 5s, 1945	15½	Jan 6	12½	Feb 24	12%	Feb 26	..	..
Do., 3d pf. inc. g. 5s, 1945	8½	Jan 21	7¼	Feb 5	7%	Feb 10	..	7
Do., Macon & Nor. Div. 1st g. 5s, 1946	92	Jan 6	92	Jan 6	92	Jan 6	..	..
Do., Mobile Div. 1st g. 5s, 1946	95%	Jan 19	95%	Jan 19	95%	Jan 19	..	..
Cent. of New Jersey 1st con. 7s, 1899	104%	Feb 2	104%	Jan 4	104½	Feb 17	..	..
Do., 1st conv. 7s, 1902	..	....	..	....	113%	Dec 3, 97	..	..
Do., conv. deb. 6s, 1908	110½	Feb 15	110½	Feb 15	110½	Feb 15	..	..
Do., gen. g. 5s, 1987	114½	Feb 10	110	Jan 4	114	Feb 24	..	113%
Do., do., registered	114½	Feb 14	110	Jan 6	114	Feb 23	..	113½
Lehigh & Wilkes Coal con. ass. 7s, 1900	103½	Feb 18	100	Jan 3	103½	Feb 26	..	..
Do., 5s, 1912	98	Feb 18	90	Jan 5	98	Feb 25	..	98
Am. Dock & Imp. Co. 5s, 1921	115	Jan 25	114	Feb 4	114	Feb 26	..	..
N. J. Southern int. gtd. 6s, 1899	..	....	..	....	104	No 18, 97	..	..
Cent. Pac. g. 6s, 1898, Speyer certs.	108	Jan 13	108	Jan 18	108	Jan 18	..	..
Do., ext. g. 5s, Series A, B, C, D, 1898	103½	Feb 23	103	Feb 18	103	Feb 24	..	..
Do., ext. g. 5s, Series E, 1898	102	Feb 21	102	Feb 21	102	Feb 21	..	..
Do., Speyer & Co. ctfs. deposit E, 1900	..	....	..	....	100½	Dec 29, 97	..	..
Do., San Joaquin Br. g. 6s, 1900	105	Feb 28	105	Feb 28	105	Feb 28	..	..
Do., gtd. g. 5s, 1939	..	....	..	....	84½	Sept., 96	..	..
Do., land grant g. 5s, 1900	100½	Feb 28	100	Feb 28	100½	Feb 25	..	..
Do., C. & O. Div. ext. g. 5s, 1918	101	Jan 18	101	Jan 18	101	Jan 18	..	..
Western Pacific g. 6s, 1899	101%	Jan 12	101½	Jan 3	101%	Jan 12	..	..
North. Ry of Cal. 1st gtd. g. 6s, 1907	..	....	..	....	98	Aug 6	..	..
Do., gtd. g. 5s, 1938	102½	Feb 8	100	Jan 6	102½	Feb 25	..	..
Cent. Wash. Tr. Co. ctfs., 1st g. 6s 1938	40	Feb 2	40	Feb 2	40	Feb 2	..	..
Ches. & Ohio pur. mon. fund. 6s, 1898	101½	Jan 7	101½	Jan 7	101½	Jan 7	..	..
Do., g. 6s, Series A, 1908	120½	Feb 14	120	Jan 7	120%	Feb 14	..	..
Do., g. 6s, 1911	120%	Jan 21	120%	Jan 21	120%	Jan 21	..	..
Do., 1st con. g. 5s, 1939	117	Feb 11	114	Jan 6	115½	Feb 24	114	115¼
Do., do., registered	114½	Jan 31	113	Jan 3	114	Feb 7	..	..
Do., gen. g. 4½s, 1992	84½	Feb 15	80	Feb 24	82	Feb 26	..	82
Do., R. & A. Div. 1st con. g. 4s, 1989	105	Jan 21	103%	Jan 7	104%	Feb 9	..	..
Do., do., 2d con. g. 4s, 1989	94	Jan 12	93%	Jan 24	93%	Jan 24	..	..
Do., Craig Valley 1st g. 5s, 1940	99½	Feb 7	95½	Jan 13	99½	Feb 7	..	..
Eliz., Lex. & Big Sandy gtd. g. 5s, 1902	104	Jan 18	102	Jan 6	102½	Feb 23	..	..
Chi. & Alton sink. fd. g. 6s, 1903	112½	Feb 7	112½	Feb 7	112½	Feb 26	112½	..
Louisiana & Mo. River 1st 7s, 1900	111	Jan 7	110%	Jan 7	111	Jan 7	..	..
Do., 2d 7s, 1900	..	....	..	....	107½	No 18, 97	..	..
St. L., Jacksonv. & C. 2d gtd. 7s, 1898	..	....	..	....	104%	Mar 25, 97	..	..
Miss. Riv. Bdge. 1st sk. fd. g. 6s, 1912	..	....	..	....	105½	Oct., '95	..	..
Chi., Bur. & Northern 1st 5s, 1926	110½	Jan 5	109%	Feb 1	109%	Feb 5	..	..
Chi., Bur. & Quincy con. 7s, 1903	116½	Feb 4	115½	Jan 8	116½	Feb 23	..	..
Do., sinking fund 5s, 1901	107	Feb 24	104½	Feb 1	107	Feb 24	..	..
Do., debenture 5s, 1913	109	Feb 7	106	Jan 8	107½	Feb 25	..	..
Do., convertible 5s, 1903	112	Jan 13	110½	Jan 18	110½	Feb 21	..	..
Do., Iowa Div. sink. fund 5s, 1919	109½	Feb 17	109½	Feb 17	109½	Feb 17	..	..
Do., do., do., 4s, 1919	104	Feb 4	102	Jan 7	103½	Feb 17	..	..
Do., Denver Div. 4s, 1922	101½	Jan 7	99½	Feb 26	99½	Feb 26	..	..
Do., 4s, 1921	..	....	..	....	98½	Dec 3, 97	..	..
Do., Chi. & Iowa Div. 5s, 1905	..	....	..	....	107½	Jan., '96	..	..
Do., Nebraska extension 4s, 1927	100	Jan 14	97½	Feb 25	97½	Feb 26	98	98½
Do., do., registered	..	....	..	....	91	Jly 10, 97	..	..
Hannibal & St. Joseph con. 6s, 1911	123	Jan 29	122½	Jan 3	122½	Feb 25	..	..
Chi. & East. Ill. 1st sink. fd. cur. 6s, 1907	116½	Feb 3	116½	Jan 14	116½	Feb 10	..	..
Do., 1st con. g. 6s, 1934	130	Jan 3	129	Jan 14	129	Jan 14	..	..
Do., gen. con. 1st 5s, 1937	108	Feb 10	101¼	Jan 11	108	Feb 17	..	..
Do., do., registered	101	Jan 4	101	Jan 4	101	Jan 4	..	..
Chi. & Ind. Coal Ry 1st 5s, 1936	109	Feb 11	100¼	Jan 14	109	Feb 11	..	..
Chicago, Indianapolis & Louisville—								
Louisv., New Alb. & Chi. 1st 6s, 1910	113½	Feb 16	112	Feb 25	112	Feb 25	..	..
Chi., Ind. & Louisv. refdg. g. 5s, 1047	89	Feb 10	88	Jan 14	88	Feb 18	85	88
Do., refunding g. 6s, 1947	105	Feb 10	97	Jan 7	102	Feb 24	100	104
Chicago, Milwaukee & St. Paul—								
Mil. & St. Paul 1st 7s, $ gold, R.D., 1902	143	Feb 10	140	Jan 29	143	Feb 10	140	143
Do., 1st Iowa & D. 7s, 1899	137½	Jan 3	137½	Jan 3	137½	Jan 3	140	143
Do., 1st C. & M. 7s, 1903	144	Feb 16	140	Jan 13	144	Feb 16	141	143
Chi., Mil. & St. Paul con. 7s, 1905	142½	Feb 10	138	Jan 4	142½	Feb 15	141	143
Do., 1st I. & D. ext. 7s, 1908	142½	Feb 9	139½	Jan 5	142½	Feb 9	141	143
Do., 1st Southwest. Div. 6s, 1909	119½	Jan 19	118½	Jan 19	119½	Jan 19	..	..
Do., 1st LaC. & Dav. 5s, 1919	..	....	..	....	111½	Sep 15, 97	..	..
Do., 1st So. Min. Div. 6s, 1910	121	Feb 8	118½	Jan 8	121	Feb 23	..	..
Do., 1st H. & D. Div. 7s, 1910	130½	Jan 13	130	Feb 8	130	Feb 8	..	130½
Do., do., 5s, 1910	..	....	..	....	109	Oct 5, 97	..	..
Do., Chi. & Pac. Div. 6s, 1910	121	Jan 28	119	Jan 5	121	Feb 17	..	..
Do., 1st C. & Pac. W. g. 5s, 1921	117	Jan 10	115%	Jan 6	116½	Feb 25	..	..
Do., Chi. & Mo. Riv. Div. 5s, 1926	117	Feb 10	114½	Jan 5	115	Feb 25	..	..
Do., Mineral Point Div. 5s, 1910	110	Jan 17	107	Jan 5	110	Jan 17	..	..
Do., C. & Lake Sup. Div. g. 5s, 1921	..	....	..	....	117	Dec 28, 97	..	..
Do., Wis. & Min. Div. g. 5s, 1921	115½	Feb 11	114½	Jan 5	115	Feb 24	..	..
Do., terminal g. 5s, 1914	115	Feb 7	114	Jan 11	115	Feb 23	..	..
Do., Far. & So. assu. g. 6s, 1924	127½	Jan 27	127½	Jan 5	127½	Jan 27	..	..
Do., cont. sink. fd. 5s, 1916	..	....	..	....	106½	July 9, 97	105	..
Do., Dak. & Great So. g. 5s, 1916	113½	Jan 17	112½	Feb 14	112½	Feb 14	111	113
Do., gen. g. 4s, Series A, 1989	107	Feb 4	104%	Jan 10	106	Feb 24	..	106
Do., do., registered	105½	Feb 19	104%	Feb 1	105½	Feb 19	..	..
Mil. & North. 1st, main line 6s, 1910	122½	Jan 19	122½	Jan 19	122½	Jan 24	..	..
Do., 1st con. 6s, 1913	123	Feb 7	123	Feb 7	123	Feb 7	..	..
Chicago & Northwestern con. 7s, 1915	145	Jan 10	142½	Feb 14	143%	Feb 26	..	..
Do., gold 7s, 1902	116½	Feb 15	116½	Jan 6	116½	Feb 21	..	..
Do., do., registered	116½	Feb 15	116	Jan 22	116½	Feb 15	..	..
Do., sinking fund 6s, 1879-1929	117½	Jan 19	116%	Jan 7	117½	Feb 10	..	..
Do., do., registered	..	....	..	....	117½	Jly 13, 97	..	..
Do., sinking fund 5s, 1879-1929	111½	Feb 2	111¼	Jan 5	111½	Feb 2	..	..
Do., do., registered	..	....	..	....	109½	Dec 30, 97	..	..
Do., sinking fund deb. 5s, 1933	119	Feb 2	117½	Jan 5	117½	Feb 25	..	..
Do., registered	119	Feb 21	118	Jan 18	119	Feb 21	..	..
Do., debenture 5s, 1909	110½	Feb 9	110	Feb 7	110½	Feb 23	..	109½
Do., do., registered	..	....	..	....	108%	Jly 13, 97	..	..
Do., debenture 5s, 1921	..	....	..	....	115	Dec 13, 97	..	..
Do., do., registered	117%	Feb 7	117%	Feb 7	117%	Feb 7	..	..
Do., extension 4s, 1886-1926	107	Feb 4	105	Feb 15	105	Feb 15	..	..
Do., do., registered	..	....	..	....	100	No 10, 97	..	..
Escanaba & Lake Sup. 1st 6s, 1901	..	....	..	....	107½	No 28, 96	..	..
Des Moines & Minne. 1st 7s, 1907	..	....	..	....	..	....	..	97
Chicago & Milwaukee 1st 7s, 1898	102	Jan 31	101½	Jan 3	102	Jan 31	..	..
Winona & St. Peters 2d 7s, 1907	..	....	..	....	127	Au 17, 96	..	..
Milwaukee & Madison 1st 6s, 1905	117	Jan 12	117	Jan 12	117	Jan 12	..	..
Ottumwa, C. F. & St. P. 1st 5s, 1909	..	....	..	....	109	Oct 4, 97	..	..
Northern Illinois 1st 5s, 1910	..	....	..	....	108	Sep 30, 97	..	..
Mil., L. S. & West. 1st g. 6s, 1921	137	Jan 6	136½	Jan 6	136½	Feb 26	..	..
Do., conv. deb. g. 5s, 1907	..	....	..	....	105½	Feb 24, 97	..	..
Do., ext. & imp. sk. fd. g. 5s, 1929	117½	Feb 24	116½	Feb 8	117½	Feb 24	..	..
Do., Michigan div. 1st g. 6s, 1924	..	....	..	....	131½	Au 30, 97	..	..
Do., Ashland div. 1st g. 6s, 1925	135	Feb 26	135	Feb 26	135	Feb 26	..	..
Do., incomes, 1911	..	....	..	....	110½	Jly 2, 97	..	..
Chicago, Rock I. & Pacific 6s, 1917	..	....	..	....	134½	Dec 18, 97	130	..
Do., do., registered	131½	Jan 29	131	Feb 14	131	Feb 14	..	..
Do., ext. and col. 5s, 1934	106%	Jan 28	105½	Jan 6	105%	Feb 26	105%	105%
Do., do., registered	106	Jan 28	105½	Jan 8	105%	Feb 26	..	..
Do., debenture 5s, 1921	107½	Feb 2	106%	Jan 6	107½	Feb 25	..	..
Des Moines & Ft. Dodge 1st 4s, 1905	92	Feb 4	85	Jan 15	92	Feb 14	..	..
Do., 1st 2½s, 1905	70½	Feb 11	69¼	Jan 10	70½	Feb 11	..	..
Do., extension 4s, 1905	..	....	..	....	83	Mar 15, 97	..	..
Keokuk & Des Moines 1st 5s, 1923	109	Feb 17	106½	Jan 10	109	Feb 17	..	..
Do., do., small	..	....	..	....	100	Apr 15, 97	..	..
Chi., St. P., Min. & Om. con. 6s, 1930	138	Jan 24	136½	Jan 8	137½	Feb 21	..	138
Chi., St. P. & M. 1st g. 6s, 1918	133	Feb 18	131%	Jan 11	133	Feb 18	..	..
St. P. & Sioux City 1st g. 6s, 1919	132%	Jan 28	132	Jan 6	132%	Jan 28	..	..

[illegible]								
[illegible]								
[illegible]								
[illegible]								
[illegible]								
[illegible]								
Clev. & Can. Tr. Co. [illegible]	73½	Feb 4	70	Jan [illegible]	73½	Feb 15	73	[illegible]
Clev., Cin., Chi. & St. L. [illegible]	..	....	..	....	[illegible]	Oct 1[illegible], 97	..	..
Do., Cairo Div. 1st g. 4s, 1939	[illegible]	Jan 1[illegible]	[illegible]	Jan [illegible]	[illegible]	Jan 13	..	..
St. Louis Div. 1st col. trust g. 4s, 1990	[illegible]	Feb 1[illegible]	[illegible]	Jan 1[illegible]	[illegible]	Feb [illegible]	..	..
Do., do., registered	..	....	..	....	[illegible]	Dec 16, 97	..	..
Spring. & Col. Div. 1st g. 4s, 1940	..	....	..	....	87	Oct., '96	..	..
White W. Val. Div. 1st g. 4s, 1940	[illegible]	Jan 1[illegible]	87½	Jan 11	[illegible]	Jan 13	..	..
Cin., Wab. & Mich. div. 1st g. 4s, 1991	..	....	..	....	[illegible]	No 2[illegible], 97	..	..
Cin., Ind., St. L. & C. 1st g. 4s, 1936	103	Feb 11	101	Jan 20	10[illegible]	Feb 11	..	..
Do., con 6s, 1920	..	....	..	....	100	Nov., 94	..	..
Cin., San. & Clev. con. 1st g. 5s, 1928	..	....	..	....	114	Oct 7, 97	..	..
Ind., Bloom. & West. 1st pf. 7s, 1900	..	....	..	....	107½	Feb 10, 97	..	..
Peoria & Eastern 1st con. 4s, 1940	7[illegible]½	Feb 3	73	Jan 2[illegible]	7[illegible]	Feb 18	..	..
Do., income 4s, 1990	..	....	..	....	21	Au 2[illegible], 97	..	19
C., C., C. & Ind. 1st sk. fd. 7s, 1899	105%	Jan 2[illegible]	105%	Jan 20	105%	Jan 2[illegible]	..	..
Do., con. 7s, 1914	1[illegible]7	Jan 17	135	Jan 5	13[illegible]	Jan 31	..	..
Do., gen. con. g. 6s, 1934	..	....	..	....	12[illegible]	No 2[illegible], 97	..	..
Cin. & Spfd 1st M.C.C.C. & I. 7s, 1901	..	....	..	....	107½	Oct 1[illegible], 97	..	..
Clev., Lor. & Wheel 1st con. g. 5s, 1933	10[illegible]½	Jan 11	10[illegible]½	Jan 11	10[illegible]	Jan 13	..	..
Clev. & Mahoning Val. g. 5s, 1938	..	....	..	....	12[illegible]½	July, '96	..	..
Col. Mid. Tr. Co. cts. 1st g. [illegible] asmd., 19[illegible]	66	Feb 1[illegible]	64½	Jan 5	6[illegible]	Feb 25	..	..
Do., con. g. 4s, 1940, ast'd. all in. paid	21½	Jan 7	19½	Jan 7	20½	Feb 10	..	..
Col., Hock. Val. & Tol. con. g. 5s, 1931	..	....	..	....	85½	My 15, 97	..	..
Do., J.P.M. & Co. eng. cts., $45 paid	83	Feb 10	74	Jan 7	77	Feb 24	75	80
Do., gen. g. 6s, 1904	61	Feb 14	54	Jan 11	61	Feb 14	55	61
Con. & Passumpsic Riv. 1st g. 4s, 1943	..	....	..	....	102	Dec., '95	..	..
Del., Lack. & West. 7s, 1907	128	Jan 15	128	Jan 15	128	Jan 15	..	..
Syra., Bing. & N.Y. 1st 7s, 1906	125½	Jan 3	125½	Jan 3	125½	Jan 3	..	..
Morris & Essex 1st 7s, 1914	144	Jan 4	141½	Jan 21	141½	Feb 11	..	..
Do., 7s, 1900	..	....	..	....	109	No 23, 97	..	..
Do., 7s, 1871-1901	..	....	..	....	112	Dec 10, 97	..	..
Do., 1st con. gtd. 7s, 1915	142	Feb 21	141	Jan 21	142	Feb 21	..	..
Do., registered	..	....	..	....	138	July, '92	..	..
N. Y., Lack & West. 1st 6s, 1921	138½	Jan 20	138	Feb 26	138	Feb 26	138	..
Do., construction 5s, 1923	..	....	..	....	118½	No 17, 97	..	..
Warren 2d 7s, 1900	..	....	..	....	112	May, 96	..	..
Del. & Hud. 1st, Penn. Div. 7s, 1917	..	....	..	....	147½	An 31, 97	146½	..
Do., do., registered	..	....	..	....	143	May 4, 97	..	..
Alb. & Sus. 1st con. gtd. 7s, 1906	125½	Jan 26	125¼	Feb 11	125¼	Feb 11	..	..
Do., g. 6s, 1906	118½	Jan 27	117	Feb 23	117	Feb 23	..	..
Do., do., registered	..	....	..	....	116½	Mar 22, 97	..	..
Ren. & Saratoga 1st 7s, 1921	..	....	..	....	148%	An 18, 97	..	..
Do., do., registered	145	Feb 18	144%	Feb 15	145	Feb 18	..	..
Den. & Rio Gr. 1st con. g. 4s, 1936	95%	Feb 2	89½	Jan 4	94	Feb 23	90	93
Do., 1st g. 7s, 1900	110½	Feb 11	110½	Feb 1	110½	Feb 21	..	..
Do., improvement g. 5s, 1928	93	Feb 2	85½	Jan 3	92%	Feb 15	..	..
Des Moines Union 1st g. 5s, 1917	99	Feb 19	97	Jan 6	99	Feb 19	..	..
Det., Mack. & Mar. ld. gt. 3½s, Ser. A, 1911	17½	Jan 12	17¼	Jan 12	17¼	Feb 11	..	..
Duluth & Iron Range 1st 5s, 1937	106%	Feb 10	104	Jan 3	106%	Feb 15	..	..
Duluth, Red Wing & So. 1st 5s, 1928	92½	Feb 11	92¼	Feb 11	92½	Feb 11	..	..
Duluth, So. Shore & Atlantic g. 5s, 1937	106½	Feb 18	105	Jan 17	106½	Feb 18	..	..
Erie 1st ext. g. 4s, 1947	116	Feb 2	112½	Jan 4	113½	Feb 23	..	..
Do., 2d ext. g. 5s, 1919	..	....	..	....	116½	Dec 8, 97	..	..
Do., 3d ext. g. 4½s, 1923	..	....	..	....	112½	No 12, 97	..	..
Do., 4th ext. g. 5s, 1920	..	....	..	....	120½	Oct 28, 97	..	..
Do., 5th ext. g. 4s, 1928	104½	Feb 21	104½	Feb 21	104½	Feb 21	..	..
Do., 1st con. g. 7s, 1920	147%	Feb 11	146	Jan 12	146	Feb 26	..	..
Do., 1st con. g. fund. 7s, 1920	143	Jan 13	142½	Jan 11	143	Jan 13	..	..
Long Dock con. g. 6s, 1935	139	Feb 25	139	Feb 25	139	Feb 25	..	..
Buffalo, N. Y. & Erie 1st 7s, 1916	..	....	..	....	141	Sep 10, 97	..	..
Jefferson R.R. 1st gtd. g. 5s, 1909	106	Feb 11	106	Feb 11	106	Feb 11	..	..
Chicago & Erie 1st g. 5s, 1982	113	Feb 10	111	Feb 26	111	Feb 26	..	..
N.Y., L.E. & W. 1st cur. 6s, 1913	..	....	..	....	102	Aug., '96	..	..
N.Y. & Greenw'd Lake gtd. g. 5s, 1946	..	....	..	....	105½	Oct 2, 97	..	..
Erie R.R. 1st con. g. 4s, prior bds., 1996	93	Feb 7	89½	Feb 24	90	Feb 26	..	90
Do., 1st con. gen. lien g. 3-4s, 1996	74½	Feb 11	70	Jan 24	70½	Feb 26	70½	71
Eureka Springs 1st g. 6s, 1933	..	....	..	....	65	No 10, 97	..	..
Evansville & T. H. 1st con. g. 6s, 1921	117	Jan 11	116½	Jan 19	117	Feb 10	..	..
Do., 1st gen. g. 5s, 1942	..	....	..	....	76	Dec 10, 97	81½	..
Do., Mt. Vernon 1st g. 6s, 1923	..	....	..	....	110	May, '93	..	..
Do., Sul. Co. Bch. 1st g. 5s, 1930	..	....	..	....	110	Sept., '91	..	..
Evans. & Ind. 1st con. gtd. g. 6s, 1926	78	Feb 14	77½	Feb 16	77½	Feb 16	..	..
Flint & Pere Marq. g. 6s, 1920	117	Feb 9	113½	Jan 4	115	Feb 25	115	117
Do., 1st con. g. 5s, 1939	95	Feb 8	89½	Jan 7	94½	Feb 16	..	..
Do., Pt. Huron d. 1st g. 5s, 1939	92¼	Feb 11	88	Jan 5	91½	Feb 18	..	..
Fla. Cent. & Peninsular 1st g. 5s, 1918	..	....	..	....	108	Au 14, 97	..	..
Do., con. g. 5s, 1943	..	....	..	....	80½	May, '96	..	..
Fort St. Un. Depot Co. 1st g. 4½s, 1941	..	....	..	....	105½	Jly 31, 97	..	..
Ft. Worth & Den. City 1st g. 4-6s, 1921	75	Jan 26	70	Feb 25	70	Feb 25	69	71
Ft. Worth & Rio G. 1st g. 3-4s, 1928	59½	Feb 1	54½	Jan 5	58%	Feb 23	57	60
Gal., H. & H. 1st 5s, 1913	92	Feb 15	88%	Jan 26	91½	Feb 24	..	..
Georgia & Ala. Ry. 1st pf. g. 5s, 1945	..	....	..	....	103	Au 11, 97	..	..
Ga., Car & North. 1st gtd. g. 5s, 1929	..	....	..	....	88	Jun 23, 97	..	..
Green Bay & West. deb. certs., A	49	Jan 27	49	Jan 27	49	Jan 27	..	..
Green Bay & West. deb. certs., B	6½	Jan 26	5	Jan 18	6½	Jan 31	..	..
Illinois Central 1st g. 4s, 1951	114½	Feb 14	113½	Feb 14	113%	Feb 26	..	..
Do., do., registered	..	....	..	....	112½	Jly 13, 97	..	..
Do., 1st g. 3½s, 1951	..	....	..	....	101	Nov 4, 97	..	..
Do., registered	102½	Jan 29	101	Feb 24	101	Feb 24	..	..
Do., g. 4s, 1952	102	Feb 21	102	Feb 21	102	Feb 21	..	..
Do., do., registered	103	Jan 25	103	Jan 25	103	Jan 25	..	..
Do., g. 4s, 1953	102¼	Feb 2	101½	Jan 27	102	Feb 15	..	..
Do., 2-10s, g. 4s, 1904	..	....	..	....	100½	Jan 4, 97	..	..
Do., Western Line 1st g. 4s, 1951	105	Jan 28	105	Jan 28	105	Jan 28	..	..
Do., Cairo Bridge g. 4s, 1950	..	....	..	....	102½	Sept., 96	..	..
Do., Springfield Div. 6s, 1898	..	....	..	....	101½	Jly 9, 97	..	..
Do., Middle Div. registered 5s, 1921	..	....	..	....	116½	Aug., 95	..	..
Chi., St. L. & New Orl. g. 5s, 1951	123¼	Feb 15	123	Jan 19	123¼	Feb 15	..	..
Do., registered	..	....	..	....	118½	Apr 1, 97	..	..
Do., Memphis Div. 1st g. 4s, 1951	103½	Jan 24	103½	Jan 24	103½	Jan 24	..	..
Ind., Dec. & Wn. 1st g. 5s, 1935	104	Jan 10	100½	Feb 25	100½	Feb 25	..	105
Ind., Illinois & Iowa 1st g. 4s, 1939	88	Jan 4	86	Jan 22	86	Jan 22	..	..
Do., 1st ext. g. 5s, 1943	..	....	..	....	94¼	Nov., 95	..	..
Int. & Gt. North. 1st g. 6s, 1919	123¼	Jan 13	121%	Jan 12	123	Feb 18	..	..
Do., 2d g. 5s, 1909	90	Feb 3	85	Jan 11	87½	Feb 25	..	..
Do., 3d g. 4s, 1921	60	Feb 7	44	Jan 14	59½	Feb 14	..	60
Iowa Central 1st g. 5s, 1938	103½	Feb 19	99	Jan 3	100	Feb 25	..	..
K. C., P. & Gulf 1st & col. g. 5s, 1923	81%	Feb 14	78¼	Jan 4	79	Feb 24	..	..
Kings Co. El., Series A, 1st g. 5s, 1925	50	Jan 5	45	Feb 7	46	Feb 24	..	..
Fulton E. 1st gtd. g. 5s, Ser. A, 1929	38	Jan 25	37	Jan 29	37	Jan 29	..	..
Lake Erie & West. 1st g. [illegible], 1937	117½	Feb 9	115½	Jan 4	117¼	Feb 16	..	..
Do., 2d g. 5s, 1941	103½	Jan 10	102	Feb 15	102½	Feb 23	102	103½
Northern Ohio 1st gtd. g. 5s, 1945	100½	Jan 6	100¼	Jan 6	100¼	Jan 6	..	..
Buffalo & Erie new B. 7s, 1898	102½	Jan 3	102½	Jan 7	102½	Jan 7	..	..
Detroit, Mon. & Tol. 1st 7s, 1906	..	....	..	....	120½	Dec 22, 97	..	..
Lake Shore div. 7s, 1899	106½	Feb 11	106	Jan 14	106	Feb 15	..	..
Do., con. 1st 7s, 1900	109%	Feb 18	107%	Jan 4	109%	Feb 24	..	..
Do., do., registered	109%	Feb 9	109%	Feb 9	109%	Feb 10	..	..
Do., con. 2d 7s, 1903	120½	Feb 23	119	Jan 6	120	Feb 26	119%	120
Do., do., registered	119½	Feb 7	119	Jan 6	119½	Feb 18	..	..
Do., g. 3½s, 1997	106%	Jan 18	104%	Jan 4	106	Feb 18	..	..
Do., do., registered	106	Feb 21	105	Jan 13	106	Feb 21	..	..
Cin. & Sp. 1st gtd., L.S. & M. 7s, 1901	..	....	..	....	108¼	Dec 1, 97	..	..
Mahoning Coal R. R. 1st 5s, 1934	..	....	..	....	125	Dec 9, 97	..	..
Leh. Val. N. Y. 1st gtd. g. 4½s, 1940	104%	Feb 17	102½	Jan 24	104	Feb 18	..	..
Leh. Val. Ter. Ry 1st gtd. g. 5s, 1941	112½	Feb 16	111	Jan 26	111½	Feb 21	..	..
Do., do., registered	..	....	..	....	110	No 26, 97	..	..
Leh. Val. Coal Co. 1st gtd. g. 5s, 1933	..	....	..	....	96¼	Oct 28, 97	..	..
Leh. & N. Y. 1st gtd. g. 4s, 1945	92	Feb 18	92	Feb 18	92	Feb 28	..	..
El., Cor. & Nor. 1st g. 1st pf. 6s, 1914	..	....	..	....	99¼	Feb., 93	..	..
Do., g. gtd. 5s, 1914	..	....	..	....	101	Sep 16, 97	..	..
Litch., Car. & W. 1st g. 6s, 1916	..	....	..	....	95	Feb., 93	..	..
L. R. & M. tr. co. cts for 1st g. 5s, 1937	..	....	..	....	25	Apr., 96	..	..
Long Island 1st 7s, 1898	..	....	..	....	101%	No 29, 97	..	..
Do., 1st con. g. 5s, 1931	120	Feb 2	117%	Jan 17	120	Feb 2	..	..
Do., gen. g. 4s, 1938	88	Jan 24	85¼	Jan 12	86%	Feb 7	88½	..
Do., ferry g. 4½s, 1922	90	Jan 31	89	Jan 18	90	Jan 31	..	..
N. Y. & Rockaway B. 1st g. 5s, 1927	..	....	..	....	100	May 25, 97	..	100
Do., 2d income, 1927	..	....	..	....	40	Mar., 96	..	..
N. Y., B. & Man. B. 1st con. g. 5s, 1935	..	....	..	....	107½	Dec 15, 97	..	106½
Do., 1st 5s, 1911	..	....	..	....	107½	Jly 16, 96	..	..
L. I., N. Sh. 1st con. gtd. g. 5s, 1932	..	....	..	....	103½	June 95	..	..
L., E. & St. L. 1st con. g. 5s, 1939, tr. r.	33	Feb 18	32	Jan 6	33	Feb 18	..	..
Do., gen. g. 4s, 1943	..	....	..	....	9½	Aug 21, 97	..	..
Louisville & Nashville con. 7s, 1898	105	Feb 18	102¼	Jan 7	103	Feb 26	102%	103½
Do., Cecilian Branch 7s, 1907	..	....	..	....	106	No 11, 97	..	..
Do., N. O. & Mobile 1st g. 6s, 1930	122	Feb 17	120%	Jan 6	122	Feb 17	..	..
Do., do., 2d g. 6s, 1930	107½	Feb 2	107½	Feb 2	107½	Feb 3	..	..
Do., E. H. & Nashville 1st g. 6s, 1919	117	Feb 9	117	Feb 9	117	Feb 9	115½	119
Do., gen. g. 6s, 1930	120	Feb 10	117	Jan 3	120	Feb 18	117	..
Do., Pensacola Div. g. 6s, 1920	..	....	..	....	103½	Sep 24, 97	..	..
Do., St. Louis Div. 1st g. 6s, 1921	..	....	..	....	121	Jly 12, 97	..	..
Do., do., 2d g. 3s, 1980	..	....	..	....	67	May, 95	..	..
Do., Nashville & Dec. 1st 7s, 1900	..	....	..	....	110	Dec 23, 97	..	..
Do., sink. f., (S. & N. Ala.,) g. 6s, 1910	..	....	..	....	94¼	Jan., 92	..	..
Do., gold 5s, 1937	104½	Feb 8	101¼	Jan 12	104½	Feb 8	..	..
Do., unified g. 4s, 1940	91½	Feb 11	85½	Jan 4	88	Feb 26	87½	88½
Do., Pens. & Atl. 1st gtd g. 6s, 1921	109	Jan 8	103	Feb 4	105	Feb 18	..	..
Do., collateral trust g. 5s, 1931	108%	Feb 24	102%	Jan 14	108%	Feb 24	..	..
Do., & N. & M. & M. 1st g. 4½s, 1945	..	....	..	....	106½	Sep 10, 97	..	..
N., F. & S. 1st gtd. g. 5s, 1937	95	Feb 9	90	Feb 3	95	Feb 10	..	97
South & North A. con. gtd. g. 5s, 1936	98¼	Feb 18	94	Feb 5	98	Feb 18	..	..
Kentucky Central g. 4s, 1978	91	Feb 14	87	Jan 28	91	Feb 15	..	..
Louis. Railway Co. 1st con. g. 5s, 1930	..	....	..	....	104	Jan 20, 96	..	..
L. & N. L., C. & Lex. g. 4½s, 1931	103	Jan 18	103	Jan 18	103	Jan 18	..	..

	Range for Year 1898.				
	Highest.	Lowest.	Last Sale.	Bid.	As'd.
Manhattan R'way con. g. 4s, 1990	98½ Jan 18	95½ Jan 3	96½ Feb 24	..	..
Met. Elevated 1st g. 6s, 1908	119½ Feb 8	118⅞ Jan 3	118⅞ Feb 19	..	..
Do., 2d 6s, 1899	105 Jan 26	104¼ Jan 7	105 Feb 19	..	..
Metro. St. Ry. gen. cl. t. g. 5s, 1997	116¼ Jan 14	111 Feb 25	112 Feb 26	..	..
B'way & 7th Av. 1st con. g. 5s, 1943	122½ Jan 14	120 Feb 25	120 Feb 26	..	121
Col. & 9th Av. 1st gtd. g. 5s, 1993	123½ Jan 14	121½ Jan 3	121¾ Feb 19	..	..
Lex. Av. & Pav. F. 1st gtd. g.5s,1993	123¼ Jan 12	121 Feb 21	121 Feb 21	..	..
Mexican Central con. g. 4s, 1911	66 Feb 10	66 Feb 10	66 Feb 10	..	..
Do., 1st con. income g. 3s, 1939	..	..	39 April, 90	..	..
Do., 2d con. income g. 3s, 1939	..	..	11⅛ Sep 16,96	..	..
Mexican International 1st g. 4s, 1942	..	..	69 Mar 10,97	..	..
Do., 1st con. g. 4s, 1977	72⅝ Feb 25	70⅝ Feb 10	72⅝ Feb 26	..	..
Michigan Central 1st con. 7s, 1902	123 Jan 28	113⅞ Feb 26	113⅞ Feb 26	..	..
Do., 1st con. 5s, 1902	106⅝ Feb 1	106¼ Jan 10	106⅝ Feb 17	..	..
Do., 6s, 1909	122 Feb 25	122 Feb 25	122 Feb 25	..	..
Do., mortgage 4s	106 Feb 25	106 Feb 25	106 Feb 25	..	..
Do., 5s, 1931	127 Jan 10	127 Jan 10	127 Jan 10	..	..
Mexican National 1st g. 6s, 1927	..	..	90 Mar., 96	..	..
Do., 2d income g. 6s, A, 1917	..	..	42⅝ No 12 96	..	..
Do., 2d income g. 6s, B. 1917	..	..	13 Jly 9, 97	..	..
Mexican Northern 1st g. 6s, 1910	..	..	100 Jan 30,97	..	..
Do., do., registered	125½ Jan 20	125½ Jan 20	125½ Jan 20	..	..
Do., 4s, 1940	..	..	105½ Jne 4, 97	..	..
Do., registered	108 Jan 7	108 Jan 7	108 Jan 7	..	..
Minneapolis & St. Louis 1st g. 7s, 1927	..	..	143 Jly 22, 97	..	..
Do., 1st con. g. 5s, 1934	108¼ Feb 1	106¼ Jan 7	107 Feb 25	..	..
Do., Iowa ext. 1st g. 7s, 1909	..	..	127 No 22, 97	..	..
Do., Southwestern ext. 1st g. 7s, 1910	..	..	129 May, 96	..	..
Do., Pacific ext. 1st g. 6s, 1921	..	..	121¼ Au 31, 97	..	..
Mo., K. & T. 1st g. 4s, 1990	91¾ Feb 4	85⅝ Jan 4	88 Feb 26	87⅝	88
Do., 2d g. 4s, 1990	67½ Jan 27	60½ Feb 24	60½ Feb 25	60½	61½
Do., 1st ext. g. 5s, 1944	83¾ Jan 28	83¾ Jan 28	83¾ Jan 28	..	..
Mo., K. & T. of T. 1st gtd. g.5s,1942	85½ Feb 18	81½ Jan 8	82⅞ Feb 26	..	..
Kansas City & Pac. 1st g. 4s, 1990	73 Jan 24	71 Jan 4	72 Feb 25	..	..
Dallas & Waco 1st gtd. g. 5s, 1940	84¼ Feb 18	80 Jan 8	84¼ Feb 18	..	..
Mo., K. & East. 1st gtd. g. 5s, 1942	99½ Feb 14	94 Jan 5	95¾ Feb 26	..	..
Missouri Pacific 1st con. g. 6s, 1920	100⅛ Feb 15	94 Jan 3	95⅝ Feb 26	..	..
Do., 3d 7s, 1906	109 Jan 22	107¼ Jan 6	109 Jan 29	108	110
Do., trust g. 5s, 1917	79½ Feb 8	65½ Jan 19	79 Feb 23	..	..
Do., 1st col. g. 5s, 1920	72 Feb 4	65 Jan 19	68 Feb 19	..	..
Pacific R. of Mo. 1st ext. g. 4s, 1938	106 Jan 31	103 Feb 26	103 Feb 26	..	..
Do., 2d extended g. 5s, 1938	106½ Feb 3	106½ Feb 3	106½ Feb 3	106½	..
St. L. & I. Mt. 1st ext. 4½s, 1947	110½ Jan 7	107½ Feb 7	107⅛ Feb 25	..	..
Do., 2d ext. gold 5s, 1946	105 Feb 23	105 Feb 23	105 Feb 23	..	..
Do., Arkans. Brch. ext. g. 5s, 1935	108 Feb 8	106¾ Jan 8	108 Feb 8	..	..
Do., gen. con. ry. & ld. grt. g. 5s,1931	94⅛ Feb 9	88 Jan 8	88 Feb 26	87½	88½
Do., gen. con. stpd. gtd. g. 5s, 1931	92½ Feb 15	86 Feb 26	86 Feb 26	..	..
Mobile & Ohio new g. 6s, 1927	123 Feb 7	121 Jan 5	123 Feb 7	..	..
Do., 1st extension g. 6s, 1927	..	..	119 Dec 6, 97	..	..
Do., gen. g. 4s, 1938	80½ Feb 5	76⅝ Feb 24	78 Feb 26	77	77½
St. Louis & Cairo gtd. g. 4s, 1931	..	..	84 April, 96	..	..
Nash., Chat. & St. L. 1st 7s, 1913	131¼ Feb 3	131 Jan 28	131¼ Feb 15	..	..
Do., 2d 6s, 1901	..	..	105⅝ Dec 17,97	..	..
Do., 1st con. g. 5s, 1928	105 Feb 10	103 Jan 6	104⅞ Feb 25	..	..
Do., 1st 6s, McM., M. W. & Al.,1917	..	..	108 Mar., 96	..	..
No. O. & N. East. pr. lien 6s, 1915	..	..	108½ Aug., 94	..	..
N. Y. Cent. & H. R. 1st 7s, 1903	117¼ Feb 8	116 Jan 11	116½ Feb 26	..	117¼
Do., do., registered	117¼ Feb 8	116¼ Feb 23	116¼ Feb 23	..	117⅞
Do., debenture 5s of 1884-1904	112 Feb 23	110½ Jan 11	112 Feb 23	..	112
Do., do., registered	111¾ Feb 8	110½ Jan 5	111½ Feb 14	..	112
Do., reg. debenture 5s of 1889-1904	108¾ Feb 19	108½ Feb 21	108½ Feb 21	..	..
Do., debenture g. 4s, 1890-1905	105 Feb 9	103¾ Jan 19	105 Feb 9	..	105½
Do., do., registered	104¾ Feb 5	104¾ Feb 5	104¾ Feb 5	..	105½
Do., deb. certfs., ext. g. 4s, 1905	105 Feb 8	103½ Jan 3	105 Feb 8	..	105½
Do., registered	105 Feb 7	105 Feb 7	105 Feb 7	..	105½
West Shore 1st 4s, gtd., 2361	110½ Feb 17	109 Jan 4	110¼ Feb 26	110¼	110½
Do., registered	110 Feb 7	108½ Jan 5	109¼ Feb 25	..	..
Beech Creek 1st gtd. g. 4s, 1936	..	..	108½ No 16, 97	..	..
Clearf. Bit. Coal gtd.g.4s,Ser.A,1940	..	..	86 No 15, 97	..	..
Do., do., registered	..	..	104 Jly 24, 97	..	..
Harlem 1st 7s, 1900	109½ Feb 3	109¼ Feb 24	109¼ Feb 24	..	..
Do., do., registered	109⅛ Jan 27	109⅛ Jan 27	109⅛ Jan 27	..	..
N. Jersey Junc. R. gtd. 1st 4s, 1986	..	..	103 May 7, 97	..	..
Rome, W. & O. con. 1st ext. 5s,1922	123 Jan 24	121¾ Jan 10	122 Feb 25	..	..
R., W. & Og. Ter.R.1st gtd.5s,1918	..	..	109 Jan., 97	..	..
Oswego & Rome 2d gtd. g. 5s, 1915	..	..	110 Oct., 94	..	..
Utica & B. Riv. gtd. g. 4s, 1922	..	..	107½ Oct 14, 97	..	..
Mohawk & Malone 1st gtd. g.4s,1991	..	..	100 Mar., 96	..	..
New York & Northern 1st g. 5s, 1927	126 Feb 14	126 Feb 14	126 Feb 14	..	..
N. Y., Chi. & St. Louis 1st g. 4s, 1937	107½ Jan 12	105½ Feb 24	105⅛ Feb 25	105½	106½
Do., do., registered	..	..	103 Nov 4, 97	..	..
N.Y.,N.H. & H.1st registered 4s,1903	..	..	104½ Oct 7, 97	..	..
Do., con. deb. certfs., $1,000	150 Jan 24	145 Jan 6	149¾ Jan 25	..	..
Do., do., small certfs., $100	146 Jan 6	145 Jan 6	146 Jan 14	..	..
Housatonic con. g. 5s, 1937	..	..	123 Jne 16, 97	..	..
New Haven & Derby con. 5s, 1918	..	..	125½ Feb 6, 97	..	..
N. Y. & N. England 1st 7s, 1905	119 Feb 11	119 Feb 11	119 Feb 11	..	..
Do., 1st 6s, 1905	..	..	114 My 27, 97	..	..
N. Y., Ont. & Wn. con. 1st g. 5s, 1939	108¼ Jan 6	107¼ Jan 25	108 Feb 17	..	..
Do., refunding 1st g. 4s, 1992	102¼ Feb 11	97⅞ Jan 7	100⅛ Feb 24	100	..
N. Y., Sus. & W. 1st refunding 5s,1937	108⅝ Feb 11	103 Jan 6	108 Feb 26	..	..
Do., 2d g. 4½s, 1937	91 Feb 4	84¾ Jan 6	91 Feb 4	..	..
Do., gen. g. 5s, 1940	98 Feb 7	87 Jan 6	91½ Feb 26	90½	92
Do., terminal 1st g. 5s, 1943	111½ Jan 28	110¾ Feb 2	111½ Feb 23	..	..
Wilk. & East. 1st gtd. g. 5s, 1942	101⅞ Feb 8	93¼ Jan 3	99¾ Feb 24	..	..
Midland R. of N. J. 1st g. 6s, 1910	121 Jan 4	120 Jan 10	121 Feb 16	..	..
Nor. Pac. 1st g. 6s, 1921	119½ Feb 9	116 Jan 3	118½ Feb 25	..	..
Do., do., registered	119 Feb 11	116⅝ Jan 17	118½ Feb 24	..	..
St. Paul & Nor. Pac. gen. g. 6s, 1923	..	..	128 Dec 8, 97	..	..
Do., do., registered certificates	..	..	126 Nov 8, 97	..	..
Nor. Pac. Ry pr. lien 4s, 1997	97⅝ Feb 11	94¾ Feb 25	95⅝ Feb 26	95¼	96¼
Do., registered	97¼ Feb 7	95½ Jan 3	97¼ Feb 7	..	..
Do., gen. lien g. 3s, 2047	63½ Jan 31	59⅝ Feb 24	60⅜ Feb 26	60¼	61¼
Nor. Pac. Terminal Co. 1st g. 6s, 1933	107⅝ Feb 16	104 Jan 5	105¾ Feb 26	..	..
Norfolk & Southern 1st g. 5s, 1941	..	..	108 Jne 26, 97	..	..
Norfolk & West. RR. gen. g. 6s, 1931	125½ Jan 17	124½ Feb 7	125½ Feb 9	..	..
Do., New River 1st g. 6s, 1932	..	..	120¾ Dec 7, 97	..	..
Do., improve. and ext. g. 6s, 1934	119¾ Jan 20	117 Feb 9	117 Feb 10	..	..
Col., Con. & Ter. 1st gtd. g. 5s, 1922	..	..	101 Feb 23,97	..	..
Scioto V. & N. E. 1st gtd. g. 4s, 1989	87½ Feb 8	83½ Jan 7	87 Feb 19	..	..
Nor. & West. Ry 1st con. g. 4s, 1996	85 Feb 8	79 Jan 4	81 Feb 25	80½	81
Ogden. & L. Cham. 1st con.6s,1920	..	..	94 April, 96	..	..
Do., do., small	..	..	82 Feb., 87	..	..
Ohio River Railroad 1st g. 5s, 1936	102¼ Jan 26	102 Jan 12	102¼ Jan 26	..	..
Do., gen. g. 5s, 1937	..	..	85 Dec 16,97	..	..
Ohio Southern 1st g. 6s, 1921	84⅞ Feb 21	80 Jan 1	84⅞ Feb 21	..	..
Do., gen. g. 4s, 1921	15 Jan 20	10½ Jan 7	14½ Feb 11	..	..
Do., do., eng. Trust Co. certfs	14¾ Jan 20	14½ Jan 22	14½ Jan 22	..	..
Omaha & St. Louis 1st g. 4s, 1901	82 Jan 3	78½ Feb 1	78½ Feb 19	..	..
Oreg. Imp. Co. 1st g. 6s, 1910	..	..	108 Sep 21, 97	..	..
Do., en. Trust Co. ctfs. of deposit	112¾ Feb 8	106¼ Jan 5	109 Feb 25	108	110
Do., cons. 5s, tr. r., 5th in. paid	62½ Feb 15	52½ Jan 17	57 Feb 25	56½	57½
Utah & Northern 1st 7s, 1908	..	..	120 Dec 13,97	..	..
Do., g. 5s, 1926	..	..	102 My 24, 97	..	..
Ore. Short Line 1st con. g. 5s, 1946	102 Feb 17	96½ Jan 3	99 Feb 26	99¾	100¼
Do., non-cum. inc. A 5s, 1946	69 Feb 7	58 Jan 5	65 Feb 26	..	65½
Do., non-cum. inc. B and col. trust	49 Feb 1	39 Jan 4	45½ Feb 24	45	46
Ore. R. & N. 1st sink. fd. g. 6s, 1909	115 Jan 26	112⅝ Jan 3	114 Feb 26	..	114
Ore. R.R. & N. Co. con. g. 4s, 1946	97 Feb 7	93⅝ Jan 4	94¾ Feb 25	..	..
Oregon Short Line 1st g. 6s, 1923	127½ Jan 29	123 Feb 24	123 Feb 24	..	..
Panama sink. fd. sub. g. 6s, 1910	..	..	101½ Dec., 96	..	..
Penn. Co. gtd. 1st g. 4½s, 1921	114 Jan 26	113 Jan 20	113½ Jan 31	112	113
Do., do., registered	..	..	112¼ Dec 21,97	111	112
P., C., C. & St.L. gtd. g.4½s,1940,Ser.A	113 Feb 8	111⅝ Jan 4	113 Feb 11	..	..
Do., do., Series B, gtd., 1942	113 Jan 21	112 Jan 11	112½ Feb 23	..	..
Do., do., Series C, gtd., 1942	..	..	111 Jne 17, 97	..	..
Do., do., Series D, gtd. 4s, 1945	..	..	102 Oct 9, 97	..	..
Pitts., C. & St. L. 1st 7s, 1900	..	..	111½ July 2, 97	..	..
Do., do., registered	..	..	109½ Apr 23,97	..	..
Pitts., Ft. W. & C. 1st 7s, 1912	140¼ Jan 25	140 Jan 10	140¼ Jan 25	..	..
Do., 2d 7s, 1912	140 Jan 4	140 Jan 4	140 Jan 4	..	..
Do., 3d 7s, 1912	..	..	126 Aug., 96	..	..
C., St. L. & P. 1st con. g. 5s, 1932	..	..	110½ July 8, 97	..	..
Clev. & Pitts. con. sink. fund 7s,1900	..	..	110½ July 8, 97	..	..
Do., gen. gtd. g. 4½s, Series A, 1942	..	..	113½ April, 96	..	..
St. L., Van. & T. H. 2d 7s, 1898	102 Jan 24	102 Jan 24	102 Jan 24	..	..
Do., 2d gtd. 7s, 1898	..	..	100 No 25, 96	..	..
Gd. R. & I. ex. 1st gtd.g.4½s,1941	..	..	110 Jne 27 96	..	..
Allegh. Val. gen. g. 4s, 1942	..	..	102 No 10, 97	..	..
Penn. R. R. Co. 1st real est. g. 4s,1923	..	..	108 My 12, 97	..	..
U. N. J. R. & Can. Co. gen. 4s, 1944	115½ Feb 14	115½ Feb 14	115½ Feb 14	..	..
Peo., Dec. & Ev. 1st g. 6s, 1920, tr. r.	99½ Jan 24	99½ Jan 24	99½ Jan 24	..	..
Do., Evans. div. 1st g. 6s, 1920	..	..	100 Dec 23,97	..	..
Do., do., en. Trust Co. certfs	96 Feb 15	96 Feb 15	96 Feb 15	..	..
Do., Trust Co. ctfs. for 2d g. 5s,1926	..	..	14½ Dec 30,97	..	..
Peoria & Pekin Union 1st g. 6s,1921	..	..	112½ Mar 8,97	120¼	..
Do., 2d g. 4½s, 1921	86½ Feb 23	86½ Feb 23	86½ Feb 23	..	..
Pine Creek registered gtd. 6s, 1932	..	..	137 No 17, 97	..	..
Pitts., Clev. & Tol. 1st g. 6s, 1922	..	..	108½ April, 93	..	..
Pitts., Junc. 1st g. 6s, 1922	..	..	124 Mar., 96	..	..
Pitts., & L. E. 2d g. 5s,Ser.A & B,1928	..	..	114 Mar., 98	..	..
Pitts., McK. & Yough. 1st gtd. 6s, 1932	..	..	117 Mar., 89	..	..
Pitts., Painv. & Fairpt. 1st g. 5s, 1916	..	..	95½ April, 95	..	..
Pitts., Shen. & L. Erie 1st g. 5s, 1940	109 Feb 14	106¾ Jan 3	109 Feb 24	..	..
Do., 1st cons. g. 5s, 1943	..	..	98 Jly 14, 97	..	..
Pitts. & West. 1st g. 4s, 1917	86 Feb 9	77 Jan 7	81 Feb 23	80½	81½
Do., g. 5s, 1891-1941	..	..	83½ Mar 1, 97	..	..
Reading Co. gen. g. 4s, 1997	87¼ Feb 3	82½ Feb 25	83 Feb 26	82⅝	83¼
Rio Grande West. 1st g. 4s, 1939	83⅝ Feb 5	81 Feb 23	81 Feb 25	..	83
Rio Grande Junc. 1st gtd. g. 5s, 1939	94¾ Feb 16	92½ Feb 2	94¾ Feb 16	..	..
Rio Grande South. 1st g. 3-4s, 1940	54 Feb 2	54 Feb 2	54 Feb 2	..	..
St. Jo. & Gr. Isl. 1st g. 2-3-4s, 1947	76 Feb 18	70 Jan 5	73 Feb 24	..	..
St. L. A. & T.H.1st & ter.g.5s,1914	..	..	105 Dec 23,97	..	..
Belleville & Carodt. 1st 6s, 1923	..	..	115 Jan 22,98	..	..
C., St. L. & Pad. 1st gtd. g. 5s, 1917	..	..	106 Jly 1, 97	..	..
St. Louis South. 1st gtd. g. 4s, 1931	..	..	90 No 12, 97	..	..
Do., 2d income 5s, 1931	..	..	72½ Feb., 96	..	..
St. L. & S. F. 2d g. 6s, Class A, 1906	116¼ Feb 15	116 Feb 11	116½ Feb 23	..	..
Do., 2d g. 6s, Class B, 1906	116⅜ Feb 17	115 Jan 6	116⅛ Feb 17	115⅝	116¼
Do., 2d g. 6s, Class C, 1906	116½ Feb 23	115 Jan 6	116½ Feb 23	115½	116½
Do., 1st g. 6s, Pierce C. & O., 1919	..	..	113¾ July, 96	..	..
Do., gen. g. 6s, 1931	119¾ Feb 5	116¼ Jan 25	119½ Feb 17	118	120
Do., gen. g. 5s, 1931	105¼ Feb 8	103½ Jan 3	103⅛ Feb 26	..	..
Do., 1st trust g. 5s, 1987	97¼ Feb 15	93 Jan 7	97¼ Feb 15	..	..
Ft. Smith & Van B. Bdg. 1st 6s, 1910	..	..	105 Oct 4, 97	..	..
St. L. & San Fran. R.R. g. 4s, 1996	77 Feb 7	72 Feb 24	73⅝ Feb 26	..	..
St. L. & San Fran., S.W. Div. 5s, 1947	96 Feb 15	94 Jan 28	96 Feb 15	..	..
St. Louis Southwest. 4s, cts., 1989	76⅝ Feb 8	72 Jan 4	74 Feb 26	..	..
Do., 2d g. 4s, inc. bond cts., 1989	30 Feb 3	27⅝ Jan 14	28 Feb 23	..	..
St. Paul City Ry. Cable con. g.5s, 1937	..	..	90 Nov 8, 97	..	..
St. Paul & Duluth 1st 5s, 1931	..	..	114 Aug., 94	116½	120
Do., 2d 5s, 1917	109 Feb 16	107⅞ Jan 4	109 Feb 21	108	110
St. Paul, M. & M. 2d 6s, 1909	122¾ Jan 28	122⅝ Jan 7	122⅝ Jan 29	..	..
Do., Dakota extens. g. 6s, 1910	122 Jan 20	121¾ Jan 10	122 Feb 7	..	..
Do., 1st con. g. 6s, 1933	129 Feb 24	128 Jan 5	128 Feb 26	123	128
Do., do., registered	..	..	119⅝ Sept., 96	..	..
Do., do., reduced to g. 4½s	108¼ Feb 15	106 Jan 4	108 Feb 21	107½	108½
Do., do., do., registered	..	..	106½ Mar 29,97	..	..
Do., Montana exten. 1st g. 4s, 1937	99 Feb 18	94½ Jan 10	97½ Feb 25	97½	98½
Do., do., registered	96 Feb 19	96 Feb 19	96 Feb 19	..	..
Minneapolis Union 1st g. 6s, 1922	122½ Jan 13	122½ Jan 13	122½ Jan 13	..	..
Montana Central 1st gtd. g. 6s, 1937	130 Feb 4	127 Jan 21	127¼ Feb 8	..	..
Do., do., registered	..	..	115 Apr 24,97	..	..
Do., 1st gtd. g. 5s, 1937	109 Feb 9	108 Jan 14	109 Feb 10	109	..
Eastern Minn. 1st div. 1st g. 5s, 1908	108½ Jan 14	108½ Jan 14	108½ Jan 14	108	..
Willmar & Sioux Falls 1st g. 5s, 1938	..	..	111 No 23, 97	..	..
Do., do., registered	..	..	115 Apr 24,96	..	..
San F. & N. P. 1st s. f. g. 5s, 1919	..	..	100½ Oct 20, 97	..	..
Sav., Flor & W. 1st con. g. 6s, 1934	..	..	114 Jan 25,97	..	..
Do., 1st g. 5s, 1934	..	..	104½ Oct 18, 97	..	..
Seaboard & Roanoke 1st 5s, 1926	104¾ Feb 5	104¾ Feb 5	104¾ Feb 5	..	..
Seat., L. S. & E. 1st g. 6s, 1931, ass.pd	80 Jan 21	42 Jan 6	80 Jan 25	..	..
South Carolina & Ga. 1st g. 5s, 1919	96 Feb 8	95 Jan 4	96 Feb 25	..	95½
Southern Pacific Co.					
Gal., Harris. & S. A. 1st g. 6s, 1910	107 Jan 20	107 Jan 20	107 Jan 20	..	..
Do., 2d g. 7s, 1905	104½ Feb 15	100 Jan 17	104½ Feb 15	105½	107
Do., Mex. & Pac. Div. 1st g.5s,1931	95¼ Feb 26	92 Jan 4	95¼ Feb 26	..	..
Hous. & Tex. C. 1st, W. & N. 7s, 1903	..	..	102 Nov., 94	..	..
Do., 1st g. 5s, interest gtd., 1937	110⅝ Jan 22	109½ Jan 14	110 Feb 23	..	..
Do., con. g. 6s, interest gtd., 1912	..	..	108 Dec 28,97	..	..
Do., gen. g. 4s, interest gtd., 1921	80 Jan 11	78¼ Jan 4	79¼ Feb 26	..	..
Morgan's La. & Tex. 1st g. 6s, 1920	..	..	114 No 17, 97	120¼	..
Do., 1st 7s, 1918	127 Feb 26	127 Feb 26	127 Feb 26	129½	..
Ore. & Cal. 1st gtd. g. 5s, 1927	75 Jan 6	75 Jan 6	75 Jan 6	..	..
San An. & Ar. P. 1st gtd. g. 4s, 1943	62½ Jan 21	59⅝ Jan 5	60 Feb 26	59⅝	60⅛
Texas & New Orleans 1st 7s, 1905	..	..	111 Mar 1, 97	..	..
Do., Sabine Div. 1st g. 6s, 1912	..	..	106¼ No 17, 97	..	..
Do., con. g. 5s, 1943	98⅝ Feb 21	96½ Jan 8	98½ Feb 26	..	..
So. Pac. of Ariz. gtd. 1st g. 6s, 1909-10	104 Feb 15	100½ Jan 4	102⅞ Feb 25	102	..
So. Pac. of Cal. 1st g. 6s, 1905-12	110 Jan 24	110 Jan 24	110 Jan 24	..	..
Do., do., 1st con. gtd. g. 5s, 1937	97 Feb 19	92½ Jan 6	96⅝ Feb 25	96	..
Austin & Northw'n 1st gtd. g. 5s,1941	87¼ Jan 15	85 Feb 26	85 Feb 26	85	87
So. Pac. of N. M. 1st g. 6s, 1911	108½ Feb 17	105½ Jan 5	108 Feb 26	108	..
Southern R'way 1st con. g. 5s, 1994	94½ Feb 10	90 Feb 24	90⅝ Feb 26	90	..
East Tenn. reor. lien g. 4-5s, 1938	100 Feb 3	96 Jan 19	100 Feb 16	..	..
Alabama Cent. R. 1st g. 6s, 1918	..	..	112¼ Au 17, 97	..	..
Colum. & Greenville 1st g. 5-6s, 1916	..	..	119 Dec 22,97	..	..
East Tenn., Va. & Ga. 1st 7s, 1900	107 Jan 31	106½ Jan 10	107 Feb 9	..	..
Do., divisional g. 5s, 1930	115 Feb 10	115 Feb 10	114⅞ Feb 17	..	..
Do., con. 1st g. 5s, 1956	111½ Feb 9	110¼ Jan 18	111 Feb 25	..	..
Georgia Pac. Ry 1st g. 5-6s, 1922	121 Feb 17	119½ Feb 14	120 Feb 26	..	..
Knoxville & Ohio 1st g. 6s, 1925	117⅛ Feb 18	117 Jan 29	117 Feb 25	..	..
Richmond & Danville con. g. 6s, 1915	125 Feb 14	122 Jan 4	125 Feb 14	..	..
Do., equipment sink. fd. g. 5s, 1909	..	..	101 No 22, 97	..	..
Do., deb. 5s, stamped, 1927	105 Feb 19	105 Feb 19	105 Feb 19	..	..
Va. Midland gen. 5s, 1936	105½ Feb 25	103½ Jan 17	105 Feb 26	..	..
Do., do., gtd., stamped, 1936	105½ Feb 21	104½ Jan 24	105½ Feb 21	..	..
Wash., Ohio & W. 1st cy. gtd. 4s, 1924	..	..	84 Au 10, 97	..	..
West'n No. Car. 1st con. g. 6s, 1914	116½ Jan 11	112¾ Jan 3	115⅝ Jan 21	..	..
Term. Ass. of St. L. 1st g. 4½s, 1939	110½ Feb 19	110⅝ Jan 12	110½ Feb 19	110	..
Do., 1st con. g. 5s, 1894-1944	109¾ Jan 12	106½ Feb 3	107 Feb 24	108	..
St. L. Mhts.' Bge. Ter. gtd. g. 5s, 1930	..	..	108 Oct 27, 97	..	..
Tex. & Pac. Ry. E. Div. 1st g. 6s,1905	110½ Feb 14	109 Jan 18	110¼ Feb 14	..	..
Do., 1st g. 5s, 2000	102⅝ Feb 8	97⅞ Jan 3	99½ Feb 26	..	..
Do., 2d g. income 5s, 2000	35 Feb 19	28 Jan 4	33⅝ Feb 26	81½	82¾
Third Avenue 1st g. 5s, 1937	124 Feb 21	122 Jan 5	123½ Feb 28	..	..
Toledo & Ohio Central 1st g. 5s, 1935	104⅝ Feb 18	102½ Jan 3	104½ Feb 26	..	..
Do., Western Div. 1st g. 5s, 1935	103½ Jan 7	102½ Jan 3	103½ Jan 21	..	..
Kanawha & Mich 1st gtd. g. 4s,1990	82½ Feb 23	79 Jan 4	82½ Feb 23	..	..
Toledo, Peo. & W. 1st g. 4s, 1917	72½ Jan 7	72¼ Jan 7	72½ Jan 12	71	75
Tol., St. L. & K. C. 1st g. 6s, 1916, t. r.	90 Jan 10	86 Jan 27	86 Feb 24	..	..
Ulster & Delaware 1st c. g. 5s, 1928	104 Jan 7	103½ Jan 27	103½ Feb 4	..	..
U.P. g. 6s,1896,T.C.cts.,ex mat.cps	127½ Feb 10	116½ Jan 7	127½ Feb 10	..	..
Do., g. 6s, 1897, T.C. cts.,ex mat cps	128¼ Feb 14	113½ Jan 4	126¾ Feb 14	..	..
Do., g. 6s, 1898, T.C. cts., ex mat.cps	124 Jan 29	115 Jan 5	124 Jan 29	..	..
Do., g. 6s, 1899, T. C. cts.,ex mat.cps	129¼ Feb 9	116½ Jan 5	129¼ Feb 9	..	..
Do., col. tr. g. 6s, 1908	100 Feb 1	100 Feb 1	100 Feb 1	..	..
Do., col. tr. g. 5s, 1907	..	..	83 Au 31, 97	..	..
Do., col. tr. Tr. Co. cts. g. 4½s, 1918	..	..	45 Dec 17,97	..	..
Do., purchase money cts	126¾ Feb 2	111⅞ Jan 3	126 Feb 7	..	..
Do., col. tr. 6s, g. notes, 1902	..	..	101½ Au 14, 97	..	..
Do., c. t. 6s, g. notes, 62½ p.c. pr. pd.	50½ Feb 7	43 Jan 3	50½ Feb 7	..	..
Do., Tr. Co. cts., ext. s. f. g. 8s, 1899	134½ Feb 5	113¾ Jan 4	134½ Feb 5	..	..
Union Pacific Ry 4s	95⅝ Feb 8	92 Feb 24	93 Feb 26	..	..
Kansas Pac. 1st g. 6s, 1895	..	..	115¼ Au 13, 97	..	..
Do., 1st g. eng. T.C. cts.,ex mat.cps	122½ Feb 9	118 Jan 21	122½ Feb 9	..	..
Do., 1st g. 6s, 1896	..	..	114 Sep 29, 97	..	..
Do., 1st g. eng. T.C. cts.,ex mat.cps	125 Feb 11	112 Jan 12	125 Feb 11	..	..
Do., Denver Div. assd. g. 6s, 1899	130½ Feb 15	120 Jan 24	130½ Feb 15	..	..
Do., do., eng. T.C. cts., ex mat. cp.	131½ Feb 18	117 Jan 19	131¼ Feb 18	..	..
Do., T.C. cts., 1st con, g. 6s, 1919	115⅝ Feb 15	84½ Jan 4	106 Feb 26	106	107
Central Bch. U. P. f. c. g. 7s, 1895	..	..	98 Jan., 90	..	..
Atch., Col. & Pac. 1st 6s, 1905, t.r.	38 Feb 11	32 Feb 25	32 Feb 25	..	..
U. P., Lin. & Col. 1st gtd. g. 5s, 1918	39 Feb 17	33 Jan 10	35 Feb 26	..	..
U. P., D. & G. t. r., 1st con. g. 5s,1939	58⅝ Feb 18	48½ Jan 6	55½ Feb 26	55½	56⅝
Wabash Railroad Co. 1st g. 5s, 1939	110 Feb 11	107⅞ Jan 3	108 Feb 26	107½	108⅝
Do., 2d g. 5s, 1939	82⅝ Feb 11	78 Feb 24	78¼ Feb 26	78	79
Do., deb., Series B, 1939	29⅝ Jan 12	27 Jan 25	27½ Feb 9	..	..
Do., 1st g. 5s, Det. & Chi. ex., 1941	104½ Feb 11	99 Jan 4	104½ Feb 11	..	..
St. L., K. C. & N.St.C.B.,1st g.6s,1908	110 Jan 5	110 Jan 5	110 Jan 5	..	..
West. N. Y. & Penn. 1st g. 5s, 1937	108½ Jan 21	106 Jan 8	108 Feb 18	..	..
Do., gen. g. 3-4s, 1943	55 Feb 7	48 Jan 8	51½ Feb 26	..	..
Do., inc. 5s, 1943	16 Feb 7	10 Jan 7	15⅝ Feb 15	..	..
West Chi. St. 40-yr. con. 5s, 1936	..	..	99 Dec 28,97	..	..
West. Va. Cent. & Pitts. 1st g. 6s, 1911	..	..	107¼ Oct 21, 97	..	..
Wheel. & L. E. 1st g. 5s, 1926	101½ Feb 16	100¼ Jan 11	101½ Feb 16	..	..
Do., 1st g. 5s, 1926, trust receipts	101 Jan 17	100⅝ Jan 31	100⅝ Jan 31	..	..
Do., Wheel. Div. 1st g. 5s, 1928	..	..	77 Nov 1, 97	..	..
Do., exten. and imp. g. 5s, 1930	..	..	70 Feb 8, 97	..	..
Do., con. g. 4s, 1992	..	..	62¼ July, 96	..	..
Wisconsin Cen. Co. 1st tr. g. 5s, 1937	..	..	34 No 16, 97	..	..
Do., eng. Trust Co. cts	47½ Jan 18	33½ Jan 8	41⅝ Feb 26	..	..
Do., income g. 5s, 1937	7½ Jan 17	5 Jan 14	6½ Jan 19	..	..

MISCELLANEOUS BONDS.

	Highest.	Lowest.	Last Sale.	Bid.	As'd.
American Cotton Oil deb. g. 8s, 1900	109 Jan 10	106 Feb 4	106½ Feb 24	106	107
American Spts. Mfg. Co. 1st g. 6s, 1915	77 Feb 14	74 Jan 10	75 Feb 19	..	..
Boston Un. Gas, tr.ctfs.,sk.fd.g.5s,1939	91 Jan 7	90¼ Jan 26	90¼ Jan 26	..	..
B'klyn Union Gas Co. 1st con.g.5s,1945	114½ Feb 4	112½ Jan 3	112½ Feb 26	112¼	..
B'klyn Whf. & W.H.Co. 1st g.5s,1945	100½ Jan 28	97 Feb 24	97 Feb 26	97	98
Chi. Gas Lt. & Coke 1st gtd. g.5s,1937	106⅜ Jan 24	105¼ Jan 17	105½ Feb 25	..	..
Chi. Jc. & Stk. Yds. col. g. 5s, 1915	105 Jan 7	105 Jan 7	105 Jan 7	..	..
Colorado Coal & Iron 1st con. g.6s,1900	100⅜ Jan 25	95 Jan 6	100 Feb 17	97	99
Columbus Gas 1st 5s, 1932	..	..	..	102	..
Col. Coal & Iron Dev. Co. gtd.g.5s,1909	..	..	59 May, 98	..	..
Col. Fuel & Iron gen. s. f. g. 5s, 1943	84 Jan 12	81 Jan 3	81 Feb 11	..	..
Colorado Fuel Co. gen. g. 6s, 1919	104 Jan 13	100 Jan 10	104 Jan 13	..	..
Col. & Hocking Coal & Iron g. 6s, 1917	..	..	75 April, 96	..	..
Commercial Cable Co. 1st g. 4s, 2397	105½ Feb 3	104 Jan 6	105½ Feb 3	..	..
Do., registered	104 Feb 16	104 Feb 16	104 Feb 16	..	..
Con. Gas Co. of Chi. 1st gtd g. 5s, 1936	105½ Feb 10	103 Jan 4	104 Feb 26	..	..
Detroit Gas Co. 1st con. g. 5s, 1918	103 Feb 2	96 Jan 10	100 Feb 17	..	..
Edison El. Ill. N.Y. 1st conv.g.5s,1910	112¾ Feb 18	112 Jan 19	112 Feb 25	..	..
Do., 1st con. g. 5s, 1995	117 Jan 7	115½ Jan 6	116 Feb 25	..	..
Do., Brooklyn 1st g. 5s, 1940	..	..	113½ Jun 23,97	..	..
Eq. Gas & Fuel Chi. 1st gtd. g.6s,1905	..	..	107 Dec 24,97	..	..
Eq. Gas & Fuel of N. Y., 1st	102 Feb 14	102 Feb 14	102 Feb 14	..	..
Gen. Electric Co. deb. g. 5s, 1922	101½ Feb 9	100¼ Jan 3	101 Feb 23	101	101½
Grand River Coal & Coke 1st g. 6s,1919	..	..	95½ Jan 19,97	..	..
Hendsn. Bridge Co. 1st sk.fd.g.6s,1931	..	..	111 Au 23, 97	..	..
Illinois Steel Co. deb. 5s, 1910	..	..	97 Oct., 96	..	..
Do., non-conv. deb. 5s, 1913	..	..	70 Apr 23,97	..	..
Jeffsn. & Clearfd.Coal & Ir.1st g.5s,1926	..	..	107 My 22, 97	..	..
Do., 2d g. 5s, 1926	..	..	80 May 4, 97	..	..
Lac. Gas L. Co. of St. L. 1st g. 5s,1919	105¼ Jan 31	103 Jan 4	103 Feb 26	..	..
Madison Sq. Garden 1st g. 5s, 1919	..	..	102 Jly 8, 97	..	..
Manh. Bch. H. & L. lim. gen. g.4s,1940	..	..	55 July, 96	..	..
Mich. Penins. Car Co. 1st g. 5s, 1942	..	..	85 Jun 5, 97	..	..
Mutual Union Tel. sk. fd. 6s, 1911	..	..	112 Dec 29,97	..	..
National Starch Mfg. Co. 1st g. 6s,1920	105¾ Feb 1	105 Jan 11	106 Feb 2	..	..
N. Y. & N. J. Telephone gen. g. 5s, 1920	..	..	108 Jne 4, 97	..	..
N. Y. & Ontario Land 1st g. 6s, 1910	..	..	92¼ May, 96	..	..
Northwestern Telegraph 7s, 1904	..	..	107 Mar., 89	..	..
Peo. Gas & C. Co. C 1st gtd. g. 6s, 1904	..	..	111 No 16, 97	..	..
Do., 2d gtd. g. 6s, 1904	109 Feb 4	105 Jan 17	109 Feb 11	..	..
Do., 1st con. g. 6s, 1943	120 Jan 19	116¼ Jan 5	119¼ Feb 19	..	..
Pleasant Valley Coal 1st g. 6s, 1920	..	..	106⅞ Oct., 95	..	..
Procter & Gamble 1st g. 6s, 1940	..	..	117 Dec., 95	..	..
So. Yuba W. Co. of N.Y. con. g. 6s,1923	..	..	101 Feb 19,97	..	..
Stand. Rope & Tw.Co. 1st g. 6s, 1946	61½ Jan 12	56 Feb 25	57 Feb 26	55	56
Do., inc. g. 5s, 1946	16½ Feb 17	11⅛ Feb 10	13¼ Feb 23	11	..
Tenn. Coal, I. & R.T.Div. 1st g.6s,1917	86 Feb 23	84 Feb 24	84 Feb 24	..	85
Do., Birmingham Div. 1st cn. 6s,1917	87 Jan 31	84 Jan 4	86½ Feb 18	..	85½
Cahaba Coal M. Co. 1st gtd. g. 6s,1922	..	..	81 Nov 6, 98	..	..
De Bardeleben C. & I.Co.gtd.g.6s,1910	83 Jan 26	83 Jan 26	83 Jan 26	..	..
U. S. Leather Co. s. f. deb. g. 6s, 1913	116 Feb 18	114⅝ Jan 7	115⅝ Feb 24	115	115⅝
Western Union deb. 7s, 1875-1900	105½ Feb 25	105½ Feb 25	105¼ Feb 25	..	..
Do., do., registered	105½ Jan 14	105½ Jan 14	105½ Jan 14	..	..
Do., debenture 7s, 1884-1900	..	..	106 Sep 20,97	..	..
Do., collateral trust cur. 5s, 1938	111 Jan 14	109 Jan 5	110⅝ Jan 29	..	..
Western Gas Co. col. trust g. 5s, 1933	..	..	103 Sep 28,97	..	..

Atlantic Avenue Railroad—Dividend payable.
Western Commercial Company—Books close for dividend on preferred stock.
Western Union Beef Company—Special meeting.

Tuesday, March 1.

Adams Express Company—Dividend payable.
American Coal Company—Dividend payable.
Boston and Maine Railroad—Dividend payable on preferred stock.
Brooklyn Wharf and Warehouse Company—Dividend payable on preferred "A" stock.
Chicago and Alton Railroad—Dividend payable on common and preferred stock.
Cleveland & Pittsburg Railroad—Dividend payable.
E. & T. Fairbanks Company—Dividend payable.
Ferdinand Hirsch Company—Books open.
Fort Wayne and Jackson Railroad—Dividend payable.
Glucose Sugar Refining Company—Dividend payable on preferred stock.
Illinois Central Railroad—Dividend payable.
Mobile and Ohio Railroad—Books open.
St. Paul and Duluth Railroad—Dividend payable on preferred stock.
Stillwell-Beerce and Smith-Vaile Company—Dividend payable on preferred stock.
Third Avenue Railroad—Books open.

Wednesday, March 2.

Adams Express Company—Books open.
American Coal Company—Books open.
Brooklyn Wharf and Warehouse Company—Book open.
Cleveland and Pittsburg Railroad—Books open.
E. & T. Fairbanks Company—Books open.
Fort Wayne and Jackson Railroad—Books open.
Fort Worth and Denver City Railroad—Annual meeting.
Glucose Sugar Refining Company—Books open.
Greater New York Hosiery Company—Meeting.
Mexican Northern Railroad—Dividend payable.
Pennsylvania Knitting Mills—Annual Meeting.
Western Union Beef Company—Books open.

Thursday, March 3.

Mexican Northern Railroad—Books open.
Norfolk and Southern Railroad—Annual meeting.
Northern Pacific Railway—Dividend payable on preferred stock.
Stuyvesant Insurance Company—Annual meeting.

Friday, March 4.

Diamond Match Company—Books close.
Norfolk and Southern Railroad—Books open.

Saturday, March 5.

Boston and Albany Railroad—Books close.
Missouri, Kansas and Texas Railway—Books close for annual meeting.
New York and Honduras Rosario Mining Company—Dividend payable.
United States Oil Company—Books close for dividend on preferred stock.

FOREIGN TRADE FIGURES.

Following are the returns of foreign commerce for the week ending Friday last, compared with corresponding week last year. In the case of the exports of general merchandise the returns are for the week ended on Tuesday:

Imports of Dry Goods and General Merchandise.

Week ended Feb. 25, 1898	$9,396,124
Week ended Feb. 26, 1897	3,516,983
From Jan. 1, 1898	37,787,513
From Jan. 1, 1897	73,739,272

Exports of General Merchandise.

Week ended Feb. 22, 1898	$3,344,180
Week ended Feb. 23, 1897	5,060,534
From Jan. 1, 1898	62,179,745
From Jan. 1, 1897	54,682,755

Imports of Gold.

Week ended Feb. 25, 1898	$135,362
Week ended Feb. 26, 1897	191,046
From Jan. 1, 1898	3,965,128
From Jan. 1, 1897	488,641

Exports of Gold.

Week ended Feb. 25, 1898	$57,210
Week ended Feb. 26, 1897	208,495
From Jan. 1, 1898	3,446,485
From Jan. 1, 1897	534,871

Net Imports of Gold.

Week ended Feb. 25, 1898	$78,152
From Jan. 1, 1898	518,643

Net Exports of Gold.

Week ended Feb. 26, 1897	$12,449
From Jan. 1, 1897	46,230

Imports of Silver.

Week ended Feb. 25, 1898	$18,506
Week ended Feb. 26, 1897	65,621
From Jan. 1, 1898	474,295
From Jan. 1, 1897	881,948

Exports of Silver.

Week ended Feb. 25, 1898	$800,746
Week ended Feb. 26, 1897	1,130,650
From Jan. 1, 1898	7,457,228
From Jan. 1, 1897	6,979,094

Net Exports of Silver.

Week ended Feb. 25, 1898	$782,240
Week ended Feb. 26, 1897	1,065,329
From Jan. 1, 1898	6,982,935
From Jan. 1, 1897	6,597,146

Total Imports of Specie.

Week ended Feb. 25, 1898	$153,868
Week ended Feb. 26, 1897	256,667
From Jan. 1, 1898	4,490,404
From Jan. 1, 1897	870,589

Total Exports of Specie.

Week ended Feb. 25, 1898	$857,956
Week ended Feb. 26, 1897	1,334,395
From Jan. 1, 1898	10,385,277
From Jan. 1, 1897	7,513,915

Total Net Exports of Specie.

Week ended Feb. 25, 1898	$704,088
Week ended Feb. 26, 1897	1,077,728
From Jan. 1, 1898	5,894,813
From Jan. 1, 1897	6,643,326

BULLION AND MINING.

Silver bullion certificates were last quoted on the Stock Exchange at 55⅝@56⅜c. No sales.

Bar silver in London, 25⅝d per ounce.

Commercial price of bar silver, 55¼c per ounce. Mexican silver dollars quoted at 45¼c.

The Mercantile Safe Deposit Company holds 353,654.29 ounces of silver bullion.

Street Railways.	Bid.	Asked.
Atlantic Avenue con. & 5s	98	100
Atlantic Avenue 1st & 2d	110	111
Atlantic Avenue 1st & 2d	98	...
Broadway, Brooklyn, 1st 5s	107	...
Brooklyn, B. C. & N. 5s	98	...
Brooklyn City 1st 7s	120	125
Broadway & Seventh Ave. 1st	120	125
Broadway & Seventh Ave. 5s	112	115
Broadway Surface 1st 5s	112	115
Broadway Surface 5s	110	112
Brooklyn, Bath & W. E. 6s	98	99
Brooklyn City Railroad	220	225
Brooklyn City R. R. 1st con. 5s	114½	115½
B'klyn City & Newtown stock	190	...
B'klyn City & Newtown 1st 5s	113	115
Brooklyn El., 1st pref. p'd	3¼	6
B'klyn, Queens Co. & Sub'a 5s	103	109
Bushwick Crosstown 5s	107	109
Buffalo St. Ry. stock	70	81
Buffalo Street Ry. 1st consols	109	111
Central Cross-Town	245	...
Central Cross-Town 1st 5s	120	...
Central Park, N. & E. River	120	130
Central Park, N. & E. River 7s	113	114
Christopher & Tenth Street	150	170
Christopher & Tenth Street 1st	102	108
Citizens' Ry. (Indianapolis) 5s	77	80
Cleveland City Railway	60	61
Cleveland Cable 1st 5s	100	102
Cleveland Electric Railway	50	52
Cleveland Electric con. 5s	101	104
Coney Island & Brook. stock	140	...
Coney Island & B'klyn 1st 5s	103	107
C. I. & B'klyn 5 per cent. ctfs.	101	...
Columbus (Ohio) stock	44	46
Columbus (Ohio) cons. 6s	97	98
Columbus Cross-Town 1st 6s	95	...
Consolidated Traction, N. J.	43½	44½
D. D., E. B'way & B. stock	195	200
D. D., E. B'way & B. 1st 5s	114	117
D. D., E. B'y & B. 5 p. c. scrip	100	103
Eighth Avenue	320	330
Eighth Av. 6 per cent. scrip	105	107
42d & Grand Street	325	350
42d St., Man. & St. Nich. Av.	64	67
42d St., Man. & St. N. Av. 1st	116	117
42d St., Man. & St. N. Av. 2d	90	91½
Kings County Elevated	1½	2½
Kings County Traction	45	50
Louisville St. Ry. com.	45	50
Louisville St. Ry. pref.	95	100
Mat. W. S. Elev. (Chi.) 1st 5s	51	52
Nassau Elec. 1st 5s, (B'klyn)	102	104
New Orleans Traction com.	2½	3½
New Orleans Traction pf.	12	17
New Orleans Traction notes	..	75
North Shore Traction com.	10	14
North Shore Traction pf.	77	88
Ninth Avenue	190	204
Providence & Pawtucket 1st	106½	107
Richmond Ry. Elec. 1st 5s	75	80
Rochester Ry.	14	17
Rochester Ry. con. 5s	97	..
Second Avenue stock	160	180
Second Avenue 1st m. 5s	106½	110
Second Avenue debenture 5s	105	..
Scranton Traction	10	12
Sixth Avenue R. R. stock	195	210
South Ferry 1st 5s	107	111
S. I. Rapid Transit 1st 6s	107	..
S. I. Rapid Transit 2d	60	70
Steinway R. R. Co. 6 p. c. 1st	115	117
Third Avenue Railroad	187	189½
Twenty-third Street	300	..
Twenty-third Street deb. 5s	102	..
Twin City R. Transit. Co. com.	15	20
Twin City R. Transit Co. pf.	90	100
Union Railway	175	200
Union Railway 1st 5s	115	117
West Chicago Street	97	98
West End, Boston	81	82
West End (Boston) pf.	102½	103½
Worcester Traction common	16½	17½
Worcester Traction pf.	93	95

Ferry Securities.

	Bid.	Asked.
Hoboken Ferry stock	91	93
Hoboken Ferry 5s	108½	110
Metropolitan Ferry 5s	108	110
N. Y. & E. R. Ferry 5s	95	97
N. Y. & E. R. Ferry stock	73	76
Union Ferry	62	64
Union Ferry bonds	105½	107

Trust Companies, &c.

	Bid.	Asked.
American Surety	172½	182
Atlantic	135	145
Bond & Mort. Guar. Co.	185	..
Brooklyn	400	410
Central	1375	..
Colonial	200	205
Continental	185	..
Farmers' Loan & Trust	875	..
Fifth Avenue	350	..
Franklin	230	..
German-American R. E.	20	30
Guaranty	450	..
Hamilton	235	..
Kings County	280	..
Knickerbocker	225	..
Lawyers' Surety	100	110
Lawyers' Title Ins.	152	..
Long Island Loan & Trust	220	..
Manhattan	150	..
Manufacturers', Brooklyn	235	..
Mercantile	430	..
Metropolitan	310	..
Nassau	155	..
National Surety	200	208
N. Y. Life Ins. & Trust Co.	1,200	..
N. Y. Surety & Trust	350	..
People's	250	..
Produce Exchange	200	207
Real Estate Trust Co.	200	225
State	200	210
Title Guarantee & Trust	290	300
Union	1,000	..
U. S. Mortgage & Trust	280	300
United States	1,150	..
Washington	225	..

Insurance Companies.

	Bid.	Asked.
Citizens'	108	111
Commonwealth	105	110
Continental	420	..
Eagle	240	250
Empire City	100	103
Farragut	90	100
German-American	430	..
Germania	250	260
Greenwich	155	..
Hamilton	110	115
Hanover	145	150
Home	200	208
Kings County	170	180
Nassau, Brooklyn	150	..
New York	113	118
Niagara	135	140
Peter Cooper	115	120
Phenix	115	120
Republic	160	165
Standard	110	120
Westchester	125	..
Williamsburg City	275	..

Banks.

	Bid.	Asked.
America	220	225
American Exchange	172	173
Astor Place	125	..
Bowery	320	330
Broadway	235	240
Butchers & Drovers'	100	..
Central	165	175
Chase	200	..
Chatham	230	235
Chemical	3,950	4,000
Citizens'	120	130
City	250	..
Clinton	..	95
Colonial	125	..
Columbia	150	..
Commerce	200	210
Continental	127	..
Corn Exchange	375	380
East River	120	..
Eleventh Ward	225	..
Fifth Avenue	2800	3000
Fifth National	225	..
First National	2800	3000
First National of Staten Island	120	160
Fourth National	150	157½
Fourteenth Street	150	160
Gallatin	200	..
Gansevoort	..	100
Garfield	150	..
German-American	115	120
Germania	225	..
German Exchange	200	..
Greenwich	165	..
Hamilton	120	130
Hanover	330	..
Hide & Leather	90	95
Home	120	..
Hudson River	155	..
Importers & Traders'	500	525
Irving	145	..
Leather Manufacturers'	170	185
Liberty	130	..
Lincoln	175	..
Manhattan	220	230
Market & Fulton	225	240
Mechanics'	180	188
Mechanics & Traders'	100	110
Mercantile	165	175
Merchants' Exchange	115	..
Merchants'	145	150
Metropolis	440	..
Mount Morris	100	..
Mutual	100	120
Nassau	150	..
National Union	235	245
New Amsterdam	245	..
New York	225	..
New York County	800	..
New York National Exchange	..	90
Nineteenth Ward	100	..
Ninth National	90	94
North America	125	..
Oriental	145	..
Pacific	175	185
Park	265	270
People's	205	..
Phenix	..	92½
Plaza	190	..
Produce Exchange	115	120
Republic	150	165
Riverside	100	..
Seaboard	174	..
Second National	450	..
Seventh National	108	115
Shoe & Leather	92½	100
Sixth National	250	..
State of New York	110	112
Third National	10	30
Tradesmen's	110	..
Twelfth Ward	130	140
Twenty-third Ward	100	..
Union Square	180	..
Western	140	160
West Side	275	..
Yorkville	175	..

Guaranteed Stocks.

	Bid.	Asked.
Bald Eagle Valley	194	200
Beech Creek	97	100
Boston & Providence	255	..
Cayuga & Sus.	137½	..
Columbus & Xenia	185	..
Delaware & Bound Brook	169	..
Detroit, Hillsdale & S. W.	98½	..
Erie & Pittsburg	129	..
Fort Wayne & Jackson pf.	126	..
Gold & Stock Tel. Co.	108	..
Inter-Ocean Tel. Co.	106	..
Kan. City, St. L. & C. pf.	130	..
Kal., Allegan. & G. Rapids	134	..
Little Miami	181	..
Louisiana & Mo. R. pf.	160	..
Mahoning Coal	100	..
Mahoning Coal pref.	106	..
Naugatuck	245½	..
New York & Harlem	316	..
N. Y., Lack. & West.	121½	123½
Norwich & Worcester pf.	200	..
Old Colony	180	..
Oswego & Syracuse	202	..
Pacific & Atlantic Tel.	70	..
Peoria & Bureau Valley	168	..
P., Ft. W. & Chi. Special	160	..
Pitts., McK. & Yough.	135	..
Providence & Worcester	249	..
Rome & Clinton	125	..
Troy & Greenbush	140	..
Utica & Black River	160	..
United N. J. R. R. & C. Co.	250	..
Valley of New York	107	..
Warren	166	..

Industrial and Miscellaneous.

	Bid.	Asked.
Acker, Merrall & Condit 6s	99	102
American Bank Note Co.	41½	43½
American Brake	87½	92½
American Grocery 1st pf.	..	10
American Press Association	100	110
American Soda Fountain com.	8	15
American Soda Fountain 1st pf.	55	65
American Soda Fountain 2d pf.	..	45
Am. Type Founders, new stock	43	48
Atlantic Mu. Ins. scrip, 1897	109	..
American Graphophone	14	15
American Graphophone 1st pf.	14	15
Anderson Tobacco	16	20
Automatic Vending	40	70
Barney & Smith Car common	16	18
Barney & Smith Car pf.	67	72
Barney & Smith Car 6s	97	100
Bliss, E. W., pf.	..	112½
Carter-Crume pf.	..	50
Celluloid Company	68	..
Central & South Amer. Tel.	105	108
Ches. & Pot. Tel. stock	53	57
Ches. & Pot. Tel. 5s	102	105
Consolidated Coal	130	..
Consolidated Coal Maryland	85	..
Consolidated Coal Virginia	85	90
Consolidated Firework pf.	15	..
Consolidated Firework 1st pf.	45	..
Crocker Wheeler & Motor Co.	75	..
Diamond Match Co.	127	128
Electro-Pneumatic, scrip, paid	1¼	1¾
Empire & Bay State Telegraph	65	75
Eastman Kodak Co.	98	100
Erie & Western Trans.	40	45
Glucose Sugar Refining com.	32½	33½
Glucose Sugar Refining pf.	81½	82½
Gorham Mfg. Co. common	90	95
Gorham Mfg. Co. pf.	113	115
Great Falls Ice	98	..
Hecker-Jones-Jewell Milling pf.	48	51
Hecker-Jones-Jewell M. bonds	91	93½
Herring-Hall-Marvin com.	¾	1½
Herring-Hall-Marvin pf.	6	8
Hoboken Land & Imp.	100	..
Hoboken Land & Imp. 5s	108½	..
Hudson River Telephone	72	75
Iron Steamboat	2¼	4½
Iron Steamboat 5s	75	80
J. B. Stetson com.	40	..
J. B. Stetson pf.	100	110
Journeay & Burnham com.	18	22
Journeay & Burnham pf.	62	72
Langston Monotype	15	18
Lorillard pf.	115	116¼
Madison Square Garden stock	..	5
Madison Square Garden 2d 6s	30	40
Malt Trust com.	22¼	23¼
Malt Trust pf.	73½	75
Mechanical Rubber com.	6	12
Mechanical Rubber pf.	20	30
Mergenthaler Linotype	141	142
Mich. Pen. Car com.	9	12
Mich. Pen. Car pf.	55	65
Mich. Pen. Car 1st 5s	88	89
Moaler Safe Co. pf.	..	106
National Saw pf.	..	25
National Casket Co.	60	80
Nat. Wall Paper deb. stock	45	55
N. Y. Loan & Imp.	80	..
N. Y. Biscuit bonds 6s	107	110
National Biscuit	22	23
National Biscuit pf.	79	80
N. Y. Biscuit bonds 6s	107	110
New Jersey Zinc & Iron	20	..
New York Air Brake	22	27
N. Y. & N. J. Telephone	150	151
Nicaragua Construction	6	8
Northwestern Telegraph	112	117
Pennsylvania Coal	356	360
Penn. Salt Mfg.	105	..
Penn. Water com.	10	12
Phil. & Wil. Steamboat	130	142½
Pneumatic Gun Carriage	32	35
Pratt & Whitney com.	10	14
Pratt & Whitney pref.	35	50
Procter & Gamble	210	215
Procter & Gamble pf.	160	165
R. I. Perkins Horse Shoe	6	12
R. I. Perkins Horse Shoe pref.	40	56
Safety Car Heating & Lighting	92	98
Simmons Hardware com.	107	112
Simmons Hardware pref.	105	100
Singer Mfg. Co.	320	330
Standard Oil	365	366
Southern Cotton Oil	15	30
Swift & Co.	93	..
Swift & Co. 1st 6s	103	..
Susquehanna Coal 6s	115	..
Texas & Pacific Coal	45	50
Texas & Pacific Coal 1st	100	..
Terminal Warehouse stock	..	10
Terminal Warehouse 1st 6s	..	72½
Terminal Warehouse deb. 6s	..	72½
Trenton Potteries com.	9	11
Trenton Potteries pref.	48	51
Trow Directory pref.	38	42
Union Switch & Signal	30	33
Union Switch & Signal pref.	52	60
Union Typewriter com.	6½	8
Union Typewriter 1st pref.	90	95
Union Typewriter 2d pref.	31	32½
U. S. Glass com.	30	34
U. S. Glass pf.	70	90
Wagner Palace Car	163	165
Westinghouse Air Brake	215	225
Wool Exchange of N. Y.	110	120
Worthington Pump	15	20
Worthington Pump pref.	87	90

Gas Companies.

	Bid.	Asked.
Baltimore Consolidated	55½	56¾
Baltimore Con. 1st 5s	109¾	..
Bay State Gas inc.	60	..
Buffalo (N. Y.) 1st, w. i.	95½	96
Buffalo (N. Y.) stock	29	30
Central (N. Y.)	175	..
Central Union Gas bonds	102	103½
Central Union Gas con. deb. 5s	108	111
Chicago Consumers' 1st 5s	103	105
Chi. Eq. Gas L. & F. 1st 6s	108	106
Chi. P. Gas & C. 1st 6s	110	..
Chi. P. Gas & C. 2d 6s	103½	110
Chi. P. Gas & C. con. 6s	117½	120
Chicago P. Gas refunding 5s	101½	103½
Cicero Gas Co. 1st 6s	100	102
City Gas (Norfolk, Va.)	36	38
City Gas (Norfolk, Va.) 1st 6s	100	104
Columbus (Ohio) Gas stock	85	89
Columbus (Ohio) 1st 5s	101	103
Consolidated Gas (N. J.) bonds	75	80
Consolidated Gas of N. J.	19½	22
Consumers' Gas (Jersey City)	74	78
Consumers' Gas (J. C.) bonds	102½	104
Detroit income 5s	95	98
Equitable	217½	225
Equitable 1st 6s	102½	103½
Equitable 1st con. 5s	115½	117½
Fort Wayne (Ind.) stock	82	84
Fort Wayne (Ind.) 1st 6s	89	91
Grand Rapids stock	76	79
Grand Rapids Gas bonds	100	102
Ind. Nat. & Ill.	58	62
Indiana Nat. & Ill. 1st 6s	72	75
Indianapolis stock	115	125
Indianapolis 1st 6s	106	107
Lafayette (Ind.) stock	84	86
Lafayette (Ind.) 1st 6s	90	91
Logansport & Wab. Val. stock	57	60
Logansport & Wab. Val. 1st 6s	74	75
Madison (Wis.) Gas	60	64
Madison (Wis.) 1st 6s	99	101
Minneapolis Gas 6s	98	102
Mutual of New York	320	330
New Amsterdam	29½	31
New Amsterdam pf.	65½	68½
New Amsterdam 1st 5s	100	102
N. Y. & E. R. Gas Co. 1st	110	112½
N. Y. & E. R. Gas Co. con.	107	108½
Ohio & Indiana stock	56	59
Ohio & Indiana bonds	69	70
St. Joseph (Mo.)	40	42
St. Joseph (Mo.) 5s	89	91
St. Paul Gas stock	38	41
St. Paul Gas bonds	75	80
Standard Gas, New York	135	141
Standard Gas, New York, pf.	155	161
Standard Gas, New York, 1st	115	117
Syracuse Gas stock	17	20
Syracuse Gas 5s	89	91
West. Gas Co., Milwaukee	82½	84
West. Gas Co. bonds, Milw'kee	103¾	104½
Williamsburg 1st 6s	103	105

TRANSACTIONS AND CHANGES.

On the Stock Exchange for the week ended Friday, Feb. 26, total transactions included 2,491,735 shares of stock, $16,846,800 bonds, with $116,500 Government and $42,000 State bonds.

In detail the week's dealings compare as follows with those of the corresponding week last year:

STOCKS.

	Feb. 27, '97.	Feb. 26, '98.	Differences.
R. R. & Mis.	555,515	2,491,735	Inc. 1,936,220
Banks	115	314	Inc. 199
Mining	620	600	Dec. 20

BONDS.

	Feb. 27, '97.	Feb. 26, '98.	Differences.
R. R. & Mis.	$6,547,170	$16,846,800	Inc. $10,299,630
State	20,500	42,000	Inc. 21,500
Government	749,000	116,500	Dec. 677,500

Net changes in stocks for the week of 1 per cent. or more were:

Stocks Advanced.

Can. Pacific	2	Third Av.	2
Homestake Mining	1		

Stocks Declined.

Adams Express	1	Mich. Cent.	4
Am. Sp. Mfg. pf.	1¼	Minn. & St. L.	1½
Am. Cotton Oil	2½	Minn. & St. L. 2d pf.	3½
Am. Cotton Oil pf.	2¾	Mo. Pacific	4⅛
Am. Sug. Refs.	6⅛	Mobile & Ohio	2
Am. Sug. R. pf.	1	Nat. Lead	3¾
Am. Tobacco	2½	Nat. Lead pf.	2⅝
Am. Tobacco pf.	3¼	N. J. Central	3⅜
Ann Arbor pf.	2⅞	N. Y. Central	3⅜
A., T. & S. F. pf.	1⅝	N. Y., N. H. & H.	4⅝
Brook. Un. Gas	4⅛	N. Y., C. & St. L.	1⅝
Brook. R. T.	3⅜	Norf. & West.	1⅝
Can. Southern	2½	Norf. & West. pf.	3⅜
Ches. & Ohio	1½	Nor. Pacific	2¼
Ch. Gt. West.	1⅝	Nor. Pacific pf.	1⅞
Ch., Ind. & L.	1	N. Y., Ont. & W.	1
Ch., Ind. & L. pf.	3	Or. Imp. 5th in. pd.	2⅞
Ch. & Alton	1	Or. R. R. & Nav.	4½
Ch. & E. Ill. pf.	1½	Or. R. R. & N. pf.	3
Ch. & Northwest	4½	Or. Short Line	1½
C., B. & Q.	5⅝	Pacific Mail	3½
C., C., C. & St. L.	2⅜	Penn. R. R.	2¼
Ch., Mil. & St. P.	2	People's Gas	3
Chi., Mil. & St. P. pf.	3¼	Pullman Car	5½
Ch., R. I. & Pac.	5⅝	Pitts., C., C. & St. L.	1½
Clev., L. & W.	1⅞	P., C., C. & St. L. pf.	3⅞
Clev., L. & W. pf.	2⅜	Reading	1⅞
Col. Fuel & I.	1⅜	Reading 1st pf.	4⅜
Col. & Hock. Coal	1¼	Reading 2d pf.	3⅜
Consol. Ice	1½	St. Jo. & Gr. Is.	1⅛
Consol. Ice pf.	1½	St. J. & G. I. 1st pf.	7½
Consol. Gas	7	St. J. & G. I. 2d pf.	1⅜
Des M. & Ft. D.	3⅜	St. L. & S. F. 1st pf.	1⅝
Detroit Gas	3⅜	St. L. & S. F. 2d pf.	1⅜
Ed. El. Ill. of N. Y.	3⅜	St. P. & Duluth pf.	7½
Erie 1st pf.	1	St. P. & Omaha	4½
Gen. Electric	2⅝	Southern pf.	1⅜
Gt. Northern pf.	2	Tenn. C. & I.	2⅞
Hawaiian Sugar	3¼	Texas Pacific	1⅝
Ill. Central	2¼	Union Pacific, all in.	
Ill. Steel Co.	1½	paid	1½
Iowa Central pf.	4	Union Pac. pf.	4⅜
Kan. C., Pitts. & G.	2⅜	U. S. Leather pf.	1½
L. E. & Western	1½	U. S. Rubber	3⅜
L. E. & Western pf.	3	U. S. Rubber pf.	5½
Long Island	4	Wabash pf.	1⅜
Louis. & Nash.	2½	West. Union	4⅜
Manhattan	12⅝	Wheel. & L. E. pf.	1⅞
Met. St. Ry.	17⅝		

Net changes in bonds for the week of 1 per cent. or more were:

Bonds Advanced.

Chi. & Northw. con.	1½	Ohio South. 1st	3⅜
L. & N. col. tr. 5s.	5½		

Bonds Declined.

Ann Arbor 4s	2	Mo. Pacific con.	3⅜
A., T. & S. F. gen.	2¼	N. Y. C. & St. L. 1st	1½
A., T. & S. F. adj.	2½	N. Y., O. & W. ref. 4s	1½
B'way & 7th Av. con.	2½	N. Y., S. & W. gen.	2½
Brook. R. T. 5s	1½	N. P. prior lien 4s	1
Brook Un. Gas 1st	2	N. P. gen. lien	1⅜
Brook. W. & W. 1st	1½	N. P. Term. 1st	1⅞
Can. South. 2d	1	Norf. & West. con.	1
Cent. R. R. & Bank Co., Ga., 5s	2	Or. Imp. con., 5th in. paid	5
Cent. of Ga. con. 5s	2⅞	Or. R. & Nav. con.	1⅜
Cent. of Ga. 1st pf. inc.	3⅛	Or. Sh. Line con.	2⅜
		Or. Sh. Line, inc., A.	3½
Ches. & Ohio con.	1	Or. Sh. Line 6s	1¼
Ches. & Ohio 4½s	1⅜	Pitts. & West.	3⅜
C., B. & Q. Neb. ext. 4s	2	Reading 4s	2⅛
		Rio Gr. W. 4s	3
Chi. & Erie 1st	1½	St. Jo. & Gr. Isl. 1st	3
C., I. & L. ref. 6s	2	St. L. & S. F. gen. 5s	1½
Chi. Term. Trans. 4s	1½	St. L. & S. F. con. 4s	1⅜
Col. Mid. 1st t. r.	1⅜	St. L. Southwest 1st	2⅞
C., H. V. & T. 5s, $45 pd.	4	St. L. Southwest 2d	1½
Erie 1st con. 7s	1⅜	St. P., M. & M., Mon. 4s	1½
Erie prior 4s	2	St. L. & I. M. gen. 5s	5
Erie gen. lien	2½	St. L. & I. M. gen. 5s, stamped	6½
Ft. W. & Den. City 1st	4	San A. & A. P. 4s	1⅜
Georgia Pacific 1st	1	So. Pac., Ariz. 1st	1⅜
Iowa Central 1st	3	Southern Ry. 5s	2⅞
K. P. con. t. r.	7	Stand. R. & T. 6s	4
K. C., P. & G. 1st	1⅞	Stand. R. & T. inc.	1
Lex. Av. & Pav. Fy. 1st	1½	Tex. Pac. 1st	2
		Tex. Pac. 2d	1¼
Louis. & Nash. con.	2	Tol., St. L. & K. C. 1st t. r.	2
L. & N. unified 4s	1½	Union El. 1st t. r.	3½
L., N. A. & C. 1st	1½	Union Pacific 4s	2
Manhattan con. 4s	1⅜	U. P., Lin. & Col. 1st	3½
Met. Street 5s	1⅞	U. P., D. & G. 1st t. r.	2½
Mich. Cent. con.	1½	Wabash 1st	1⅜
Minn. & St. L. con.	1⅞	Wabash 2d	3⅜
Mo., K. & T. 1st	3	Wilkes. & East. 1st	1⅞
Mo., K. & T. 2d	1⅜	Wis. Cent. 1st t. r.	1⅞
Mo., K. & T. of T. 5s	2⅜		
Mo., K. & E. 1st	2½		

BANK STATEMENT.

The weekly statement of the New York City Associated Banks, issued Saturday, shows a decrease in the reserve of $2,729,125. The banks now hold $22,959,325 more than the legal requirements. The changes in the averages show a decrease in loans of $5,036,800, an increase in specie of $2,352,700, and a decrease in legal tenders of $7,418,400, a decrease in deposits of $9,346,300, and a decrease in circulation of $50,400.

The following is a comparison of the average of the New York banks for the last two weeks and for the corresponding date last year:

	Feb. 26, '98.	Feb. 19, '98.	Feb. 27, '97.
Loans	$641,878,400	$646,915,200	$497,609,700
Specie	119,186,500	116,833,800	83,940,900
Legal tenders	86,076,400	93,494,800	117,022,400
Net deposits	729,214,300	738,560,600	573,769,300
Circulation	13,727,700	13,778,100	16,491,100

The following shows the amount of reserve held above the legal requirements:

	Feb. 26, '98.	Feb. 19, '98.	Feb. 27, '97.
Specie	$119,186,500	$116,833,800	$83,940,900
Legal tenders	86,076,400	93,494,800	117,022,400
Total res've.	$205,262,900	$210,328,600	$200,962,300
Reserve required ag'st deposits	182,303,575	18,464,150	143,442,325
Excess of reserve above legal req'rements	$22,959,325	$25,688,450	$57,520,975

The following table shows the amount of surplus reserve held by the New York Clearing House banks at the end of each week in the present year, and the corresponding weeks in 1897 and 1896:

	1898.	1897.	1896.
Jan. 8	$22,261,575	$48,991,450	$27,183,100
Jan. 15	25,968,775	52,172,525	32,345,550
Jan. 22	31,275,200	57,067,800	37,678,500
Jan. 29	35,609,450	59,148,250	39,623,400
Feb. 5	34,781,625	54,540,050	40,182,625
Feb. 11	32,437,050	51,678,225	36,818,875
Feb. 19	25,688,450	55,865,250	[illegible]
Feb. 26	22,729,125	57,520,975	24,422,150

The following shows the reserve at this time for a series of years:

1898	$22,729,125	1893	[illegible]
1897	57,520,975	1892	[illegible]
1896	24,422,150	1891	15,690,575
[illegible]	[illegible]	1890	[illegible]
[illegible]	74,797,500	1889	[illegible]

INACTIVE STOCKS.

The following table gives the range of prices for stocks in which there have been no dealings during the past week. Where no sale has occurred this year the last recorded transaction is given:

Closing Feb. 25. Bid.	Asked.		Amount Outst'd'g.	Last Dividend.		Range in 1898. Highest.		Lowest.		Last Sale.	
180	..	Albany & Susquehanna	3,520,000	Jan., 1898	3½	*186	Feb. 3	*183	Jan. 4	*186	Feb. 3, 1898
..	..	American Bank Note Co.	....	Dec. 1, 1897	1	..		..		43	Sept. 2, 1897
100	140	American Coal	1,500,000	Sept. 1, 1897	4	..		..		125	Sept. 16, 1897
..	25	American District Telegraph	3,844,700	Mch. 1, 1897	1	23	Jan. 19	23	Jan. 19	23	Jan. 19, 1898
106	108	Boston Air Line pf.	1,426,000	Oct., 1897	2	..		..		*106	Oct. 13, 1897
..	..	Brooklyn Elevated	13,283,600		..	..		..		*7½	Dec. 28, 1897
60	64	Buffalo, Roch. & Pittsburg pf.	6,000,000	Feb. 15, 1898	1	67¾	Jan. 8	65	Jan. 21	66½	Feb. 1, 1898
..	..	Burlington, Cedar Rapids & N.	5,500,000	Feb. 1, 1898	2	*72	Jan. 10	*72	Jan. 10	*72	Jan. 10, 1898
75	..	Capital Traction	12,000,000	Oct. 1, 1897	65c	70	Jan. 25	62	Jan. 4	70	Jan. 25, 1898
..	..	Central Coal & Coke	1,500,000		..	..		..		20¾	Oct. 13, 1897
170	..	Chicago & Alton pf.	3,479,500	Dec. 1, 1897	1¾	..		..		170½	Oct. 2, 1897
..	..	Chicago Gt. Western deb.	12,050,500		..	..		..		*75	Dec. 27, 1897
..	..	Chicago Stock Yards	6,500,000	Jan. 3, 1898	4	..		..		102½	May 22, 1897
75	80	Cleve., Cin., Chi. & St. L. pf.	10,000,000	Jan. 20, 1898	1¼	87	Feb. 1	80	Jan. 7	*82	Feb. 18, 1898
169	..	Cleveland & Pittsburg	11,226,050	Dec. 1, 1897	1¾	..		..		*167	Dec. 23, 1897
¼	1	Colorado Coal & Iron Dev.	6,000,000		..	⅞	Jan. 28	¾	Jan. 10	⅞	Jan. 28, 1898
1½	3	Col. Coal & Iron Dev. pf.	500,000		..	2½	Jan. 7	2½	Jan. 7	2½	Jan. 7, 1898
..	78	Col. Fuel & Iron pf.	20,000	Feb. 20, 1897	4	..		..		*80	Dec. 14, 1897
18	28	Columbus, H. V. & Toledo pf.	2,500,000	Jan. 2, 1897	2½	27½	Feb. 10	17	Jan. 17	*25¼	Feb. 16, 1898
165	..	Commercial Cable	1,000,000	Jan. 3, 1898	2¾	..		..		*162½	May 28, 1897
40	..	Consolidated Coal	10,259,000	Feb. 1, 1898	2	*45	Feb. 14	*45	Feb. 14	*45	Feb. 14, 1898
12	13¼	Denver & Rio Grande	38,000,000		..	13	Jan. 12	12	Jan. 12	*12	Feb. 19, 1898
75	..	Des Moines & Ft. Dodge pf.	763,500		..	..		..		*70	Dec. 31, 1897
2½	4	Duluth, South Shore & Atlantic	12,000,000		..	..		..		4½	Sept. 16, 1897
..	..	Equitable Gas	4,000,000	Oct. 15, 1897	3	..		..		260	July 30, 1897
..	..	Erie Tel. & Tel.	48,000,000	Feb. 15, 1898	1	..		..		75	Oct. 14, 1897
20	25	Evansville & Terre Haute	4,132,100	Aug., 1893	7½	25	Jan. 7	*20	Feb. 17	*20	Feb. 17, 1898
40	45	Evansville & T. H. pf.	1,284,000	April 15, 1897	1	41	Jan. 11	40	Jan. 18	40½	Jan. 28, 1898
..	..	Flint & Pere Marquette	3,398,200		..	14½	Feb. 14	12	Jan. 19	14	Feb. 18, 1898
..	..	Flint & Pere Marquette pf.	6,342,000	Feb. 15, 1893	2	43	Jan. 28	40	Jan. 18	43	Jan. 28, 1898
..	..	Fort Worth & Denver City	2,555,000		..	24½	Feb. 16	19¼	Jan. 24	24	Feb. 17, 1898
14	16	Fort Worth & Rio Grande	3,108,100		..	16¾	Jan. 31	*14	Jan. 22	16½	Feb. 1, 1898
..	..	General Electric pf.	4,252,000	July 1, 1893	3½	..		..		75	Mch. 22, 1897
..	..	Gold & Stock Tel.	5,000,000	Jan. 3, 1898	1½	..		..		*108½	Dec. 14, 1897
..	..	H. B. Claflin Co. 1st pf.	2,600,300	Feb. 1, 1898	1¼	..		..		*94½	Dec. 30, 1897
..	..	H. B. Claflin Co. 2d pf.	2,570,600	Feb. 1, 1898	1½	..		..		*94	Dec. 11, 1897
..	..	Harlem	8,646,050	Jan. 3, 1898	4	*320	Jan. 5	*320	Jan. 5	*320	Jan. 5, 1898
93	96	Illinois Central leased line	10,000,000	Jan., 1898	2	*94	Feb. 2	*94	Feb. 2	*94	Feb. 18, 1898
6	7½	Kanawha & Michigan	9,000,000		..	*6¾	Jan. 12	6	Feb. 2	6½	Feb. 2, 1898
..	..	Keely Motor	....		..	..		..		4½	Mch. 9, 1897
3½	5	Keokuk & Des Moines	2,600,000		..	4½	Feb. 8	*2½	Jan. 26	4½	Feb. 17, 1898
15	16½	Keokuk & Des Moines pf.	1,524,600	Jan. 15, 1895	90c	18	Feb. 2	*16¼	Feb. 1	18	Feb. 2, 1898
1	10	Kingston & Pembroke	4,500,000		..	..		..		1	Aug. 30, 1897
4	7	Manhattan Beach	350,000		..	5¼	Jan. 24	4	Jan. 20	5¼	Jan. 24, 1898
43	52	Maryland Coal pf.	1,885,000	Jan. 3, 1898	2	51	Feb. 2	*50	Feb. 18	*50	Feb. 18, 1898
5¾	6½	Mexican Central	47,909,100		..	6¼	Jan. 8	6	Jan. 8	6¼	Feb. 1, 1898
1	1½	Mexican National certs.	33,350,000		..	1¼	Feb. 5	1	Feb. 10	1¼	Feb. 18, 1898
..	..	Michigan Peninsular Car	2,000,000	Oct. 1, 1893	2	..		..		14	Sept. 9, 1897
..	..	Michigan Peninsular Car pf.	5,000,000	Feb. 7, 1898	1	*54	Jan. 29	*54	Jan. 29	*54	Jan. 29, 1898
7	..	Minn., St. P. & S. S. Marie	14,000,000		..	7	Jan. 5	7	Jan. 5	7	Jan. 5, 1897
17	..	Minn., St. P. & S. S. Marie pf.	7,000,000		..	..		..		10	Dec. 2, 1897
..	..	Nash., Chat. & St. Louis	10,000,000	Feb. 1, 1898	1	..		..		75	Dec. 14, 1897
5¾	6	National Starch	4,450,700		..	9	Feb. 10	8¾	Feb. 10	9	Feb. 10, 1898
60	80	National Starch 1st pf.	2,219,400	Nov. 1, 1897	2	*81	Jan. 24	75	Jan. 13	75½	Feb. 16, 1898
18	28	National Starch 2d pf.	1,846,800	Jan., 1898	6	30	Jan. 27	30	Jan. 27	30	Jan. 27, 1898
7	8	New Central Coal	5,000,000		..	8¼	Feb. 7	7	Jan. 5	8	Feb. 18, 1898
..	..	New York Air Brake	5,000,000	1896	6	26	Jan. 24	23	Jan. 6	23	Feb. 18, 1898
..	..	New York & East River Gas	5,000,000		..	..		..		86	Sept. 13, 1897
..	..	New York & East River Gas pf.	1,671,000	July 22, 1897	3	..		..		117¼	Sept. 10, 1897
..	..	New York Mutual Gas	3,500,000	Jan. 10, 1898	4	..		..		*350	Nov. 16, 1897
..	..	New Jersey & New York Tel.	5,000,000	Jan. 15, 1898	2½	..		..		*124	Jan. 28, 1897
..	..	Omaha & St. Louis	621,900		..	..		..		*8	Dec. 28, 1897
..	..	Panama	7,000,000	Jan. 3, 1893	2	..		..		*95	Sept. 22, 1897
47	..	Peoria & Eastern	10,000,000		..	5¼	Feb. 11	*	Jan. 26	5¼	Feb. 11, 1898
..	..	Pierre Lorillard pf.	2,000,000	Jan. 3, 1899	2	..		..		*115	Sept. 29, 1897
6	8	Pittsburg & Western pf.	5,000,000		..	..		..		5½	Dec. 22, 1897
1¼	2	Quicksilver	5,708,700		..	2¼	Jan. 27	2	Jan. 26	2¼	Jan. 27, 1898
3	7	Quicksilver pf.	4,291,300	1891	4¾	..		..		10	Sept. 24, 1897
..	..	Rio Grande Western pf.	6,500,000	Feb., 1898	1¾	61¼	Jan. 8	*56	Feb. 4	*60¼	Feb. 19, 1898
121½	123	Rome, Watertown & Ogdensb'g.	10,000,000	Feb. 15, 1898	1¼	*123	Jan. 4	*120½	Feb. 14	*122	Feb. 17, 1898
20	25	St. Paul & Duluth	4,660,207	July 5, 1887	3	25	Jan. 8	20½	Jan. 26	24	Feb. 11, 1898
195	210	Sixth Avenue	2,000,000	Jan. 3, 1898	3½	..		..		195	July 19, 1897
..	..	Standard Gas	5,000,000	Dec. 3, 1897	3½	*147	Jan. 24	143½	Jan. 21	*147	Jan. 22, 1898
..	..	Standard Gas pf.	8,721,100	Dec. 31, 1897	5	*144½	Jan. 3	*144½	Jan. 22	*144½	Jan. 24, 1898
..	..	Southern & Atlantic Tel.	559,525	Oct., 1897	2½	100	Feb. 17	100	Feb. 17	100	Feb. 17, 1898
..	..	Texas Central	2,649,400		..	..		..		10	July 13, 1897
..	..	Texas Central pf.	1,324,500	Jan. 15, 1898	3	..		..		*40½	Feb. 5, 1897
..	..	Texas Pacific Land Trust	9,264,696		..	6¼	Jan. 8	5¾	Jan. 8	*6	Feb. 9, 1898
15	25	Toledo & Ohio Central	6,500,000	Nov. 25, 1893	1	*15	Feb. 10	*15	Feb. 10	*15	Feb. 10, 1898
40	45	Toledo & Ohio Central pf.	3,708,000	July 25, 1896	1¼	*41	Feb. 7	*38½	Feb. 8	*40	Feb. 10, 1898
..	23	Twin City Rapid Transit	15,010,000		..	20	Feb. 14	16½	Jan. 12	20	Feb. 15, 1898
..	..	Twin City Rapid Transit pf.	1,137,200	Oct., 1897	1¾	..		..		*95	Dec. 23, 1897
..	..	Union Ferry	3,000,000	Jan. 3, 1898	1	..		..		64	July 13, 1897
..	..	United N. J. R. R. & Canal	21,240,400	Jan., 1898	2½	..		..		*215½	Mch. 15, 1897
..	..	Utica & Black River	2,223,000	Sept. 30, 1897	3½	..		..		165	Oct. 20, 1897
..	..	Western Gas	1,800,000	Oct. 15, 1897	3¼	..		..		166	Aug. 24, 1897
..	..	Warren Railroad	4,000,000	Jan. 20, 1898	3	86	Jan. 17	86	Jan. 17	86	Jan. 17, 1898
3	6	Wisconsin Central pf.	3,000,000		..	8	Jan. 17	5	Feb. 5	5	Feb. 5, 1898

*Sales of less than 100 shares.

SALES OF MINING STOCKS.

The following sales of mining stocks were made during the past week:

Iron Silver	.45	.45	.45	.45	500
Standard Con.	1.65	1.65	1.65	1.65	100
Total sales					600

ON THE CONSOLIDATED EXCHANGE.

	First.	High.	Low.	Last.	Sales.
Anaconda	.45	.45	.45	.45	500
Best & Bel.	.35	.35	.35	.35	300
C. & C. C.	.04	.04	.04	.04	1,000
Con. C. & V.	1.05	1.05	.88	.88	850
Con. Imp.	.02	.02	.02	.02	1,200
Deadwood	.90	.90	.90	.90	150
Homestake	41.75	41.75	41.75	41.75	10
Horn Silver	1.35	1.35	1.35	1.35	500
Iron Silver	.50	.50	.50	.50	500
Isabella	.26	.26	.26	.26	1,000
Mexican	.35	.45	.35	.45	200
Mollie Gib'n.	.23	.23	.23	.23	400
Pharmacist	.07	.07	.07	.07	3,500
Potosi	.30	.30	.22	.22	700
Portland	.75	.76	.75	.76	400
Sierra Nev.	1.05	1.05	1.05	1.05	200
Standard	1.65	1.70	1.65	1.70	500
Utah	.14	.14	.14	.14	1,000
Yel. Jacket	.25	.25	.25	.25	200
Total sales					13,510

ON THE MINING EXCHANGE.

	First.	High.	Low.	Last.	Sales.
Alamo	.02½	.03	.02⅛	.02½	48,000
Amer. Flag.	.15	.16	.15	.16	200
Anaconda	.35	.40	.35	.37	2,200
Anchoria Leland	.89	.90	.89	.89½	600
Cannon Ball	.003¾	.004	.002⅞	.003¼	417,000
Crip. Creek Con	.11⅝	.11⅜	.11½	.11⅝	111,000
Elkton	.75½	.76½	.75¼	.75⅝	2,500
Garfield Gr.	.07¼	.07¼	.06⅞	.06⅞	21,500
Gold Magnet	.006	.007½	.006	.007½	11,000
G'ld'n Fl'ce.	.48	.48	.40	.45	4,300
Isabella	.26½	.26½	.26¼	.26½	3,600
Jefferson	.04	.04½	.04	.04½	10,000
Justine	.02⅝	.02⅝	.02	.02½	48,000
Lillie	.71	.75½	.71	.75½	2,800
Miami	.88⅝	.88⅝	.88	.88⅝	4,200
Mollie Gib'n.	.20⅜	.20⅜	.20	.20⅜	9,200
Mt. Rosa	.13½	.14	.12½	.13½	12,900
Old Gold	.007½	.007¼	.007½	.007½	5,000
Pilgrim	.004½	.004½	.004	.004	7,000
Portland	.77¼	.78½	.77¼	.78½	6,800
Red M'nt'n.	.08	.08½	.08	.08½	600
R'ky M'nt'n.	.14½	.14½	.14½	.14½	2,500
St. F. Cariboo	2.62½	2.75	2.62½	2.75	290
Sentinal	.006⅝	.004	.003	.004	424,000
Tamarack	.005	.006	.005	.006	14,300
Union	.13⅝	.14	.13	.13¾	20,700
Waldorf	.07⅝	.07½	.06	.06½	50,400
Work	.03⅝	.04⅜	.03¾	.04⅜	26,000
Yukon	.10½	.11	.10½	.11	6,300
Total sales					1,202,900

DIVIDENDS.

STEAM RAILROAD STOCKS.

Company and Period.	Amt.	Payable.	Books Close.	Books Open.
Boston & Albany (quarter)	2	Mar. 31	Mar. 5	Apr. 1
Boston & Maine quarter	1½	Apr. 1	Feb. 28	Mar. 7
Boston & Maine pf. (semi-annual)	$3	Mar. 1	Feb. 15	Feb. 21
Canadian Pacific	2½	Apr. 1	Mar. 8	Apr. 7
Canadian Pacific pf.	2	Apr. 1	Mar. 8	Apr. 7
Chicago & Alton (quarter)	1¾	Mar. 1	Feb. 10	....
Chicago & Alton pf. (quarter)	1¾	Mar. 1	Feb. 10	....
Chic., Bur. & Quincy (quarter)	1¼	Mar. 15	Feb. 18	Feb. 28
Cleveland & Pittsburg (quarter)	1¾	Mar. 1	Feb. 10	Mar. 2
Delaware & Hudson (quarter)	1¼	Mar. 15	Feb. 23	Mar. 16
Fort Wayne & Jackson pf.	2¾	Mar. 1	Feb. 21	Mar. 2
Illinois Central (semi-annual)	2½	Mar. 1	Feb. 1	Feb. 21
Mexican Northern (quarter)	1	Mar. 2	Feb. 19	Mar. 3
Mobile & Ohio	1	Feb. 28	Feb. 21	Mar. 1
New York, Chicago & St. L. 1st pf.	2	Mar. 1	Feb. 5	Feb. 21
Northern Pacific pf.	1	Mar. 3	Feb. 10	Feb. 21
Piedmont & Cumberland	3	Mar. 15	....	....
St. Paul & Duluth pf. (semi-annual)	2½	Mar. 1	Feb. 7	Mar. 1
Waynesburg & Washington	2½	Mar. 15	....	....

STREET RAILWAY STOCKS.

Company and Period.	Amt.	Payable.	Books Close.	Books Open.
Third Avenue (quarter)	$2	Feb. 28	Feb. 19	Mar. 1

MISCELLANEOUS COMPANIES.

Company and Period.	Amt.	Payable.	Books Close.	Books Open.
Adams Express (quarter)	$2	Mar. 1	Feb. 11	Mar. 2
American Coal (semi-annual)	4	Mar. 1	Feb. 19	Mar. 2
B'klyn W. & W. pf., "A" annual	6	Mar. 1	Feb. 25	Mar. 2
Diamond Match (quarter)	2½	Mar. 12	Mar. 4	Mar. 13
E. & T. Fairbanks Co.	$3.75	Mar. 1	Feb. 15	Mar. 2
Glucose Sugar Ref. pf. (quarter)	1¾	Mar. 1	Feb. 19	Mar. 2
National Lead pf. (quarter)	1¾	Mar. 15	Feb. 24	Mar. 16
N. Y. & Hon. Ros. Mining	10c.	Mar. 5	Feb. 23	Mar. 6
Standard Oil	3	Mar. 15	Feb. 15	Mar. 16
Standard Oil (extra)	7	Mar. 15	Feb. 15	Mar. 16
Stillwell-Bierce & Smith-Vaile pf. (qr)	2	Mar. 1	Feb. 20	Mar. 1
United Electric Securities (semi-an.)	$3.50	May 2	Apr. 20	May 3
United States Leather pf.	1¼	Apr. 1	Mar. 15	Apr. 2
United States Oil (quarter)	1½	Mar. 15	Mar. 5	Mar. 16
Welsbach Commercial pf. (quarter)	2	Mar. 10	Feb. 28	Mar. 11

MEETINGS.

	Books Close.	Books Open.	Date.	Nature.
American Encaustic Tiling Co.	......	....	Mar. 9	Annual
Chicago Railway Term. Elevator Co.	......	....	Mar. 14	Annual
Commercial Cable	Feb. 24	Mar. 8	Mar. 7	Annual
Composite Type Bar Company	......	....	Mar. 7	Annual
Commercial Cable	Feb. 24	Mar. 8	Mar. 7	Annual
Ferdinand Hirsch Co.	Feb. 14	Mar. 1	Feb. 28	Annual
Fort Worth & Denver City	Jan. 28	Mar. 2	Mar. 2	Annual
Greater New York Hosiery Co.	......	....	Mar. 2	General
International Bank, Mexico	......	....	Mar. 8	General
Metropolitan Street Railway	......	....	Mar. 18	Special
Mo., Pa., & St. L. & Iron Mt.	Feb. 2	Mar. 16	Mar. 8	Annual
Missouri, Kansas & Texas	Mar. 5	Apr. 9	Apr. 7	Annual
Nicaragua Company	......	....	Mar. 10	Adjourned
Norfolk & Southern	Feb. 1	Mar. 4	Mar. 3	Annual
Pennsylvania Knitting Mills	......	....	Mar. 3	General
St. Paul & Duluth Railroad	......	....	Apr. 14	Special
Second Avenue Railroad	......	....	Mar. 18	Special
Stuyvesant Insurance Co.	......	....	Mar. 3	Annual
Tennessee Coal, Iron & Railroad	Feb. 15	Mar. 9	Mar. 8	Annual
Western Union Beef	Jan. 31	Mar. 3	Feb. 28	Special

Bonds for Trusts, Investment, and Private Investors

FOR SALE BY

REDMOND, KERR & CO.,

BANKERS AND BOND DEALERS.

MEMBERS NEW YORK STOCK EXCHANGE.

LIST OF CURRENT OFFERINGS SENT UPON APPLICATION.

41 Wall Street, New York.

WE OWN AND OFFER FOR SALE

$500,000

The Equitable Illuminating Gas Light Co.

OF PHILADELPHIA

5 Per Cent. First Mortgage Sinking Fund, Gold Bonds.

PRINCIPAL PAYABLE JANUARY 1, 1928.

Interest Payable on January 1st and July 1st, FREE FROM ALL TAXES IMPOSED by the United States of America or the Commonwealth of Pennsylvania.

ANNUAL SINKING FUND SUFFICIENT TO RETIRE BONDS AT MATURITY.

Bonds drawable for sinking fund purposes at 105 and accrued interest.

The United Gas Improvement Company agrees to make payments out of the proceeds of sales of gas in Philadelphia to the Trustee of the Mortgage sufficient to provide the interest and the sinking fund charges necessary to extinguish the principal of the bonds at maturity.

FEARON & CO.

BANKERS,

104 S. FIFTH STREET, PHILA., PA.

TREASURY STATEMENT.

WASHINGTON, Feb. 26.—Following is a statement of the condition of the United States Treasury and the receipts and expenditures of the Government on the 26th day of February, 1898:

CASH IN THE TREASURY.			
Gold coin	$151,801,251.72		
Gold bullion	52,118,698.83	$203,919,950.55	
Outstanding gold certificates	$38,015,149.00		
Less gold certificates in Treasury	1,571,400.00	36,443,749.00	*$167,476,201.55
Standard silver dollars	$394,272,207.00		
Silver bullion	905,393.35	$395,177,600.35	
Outstanding silver certificates	$391,112,504.00		
Less silver certificates in Treasury	12,675,660.00	378,436,844.00	16,740,756.35
Standard silver dollars of 1890	$4,721,378.00		
Silver bullion of 1890, (cost)	99,971,902.25	$104,693,280.25	
Less outstanding Treasury notes		104,693,280.00	.25
United States notes		$83,082,636.00	
Outstanding currency certificates	$55,585,000.00		
Less currency certificates in Treasury	5,765,000.00	49,830,000.00	33,252,636.00
Treasury notes of 1890	$5,673,586.00		
National bank notes	3,687,384.23		
Fractional silver coin	11,959,558.95		
Fractional currency	196.06		
Minor coin	1,244,960.90		
Deposits in National banks	31,813,175.62		
Bonds and interest paid	3,178,135.25	$57,556,997.01	
Less National bank 5 per cent. fund	$8,094,113.05		
Outstanding checks and drafts	5,479,696.55		
Disbursing officers' balances	30,198,624.68		
Post Office Department account	3,349,797.22		
Miscellaneous items	2,010,109.26	49,132,340.76	8,424,656.25
Available cash balance, including gold reserve			$225,894,250.40

RECEIPTS.	This Day.	This Month.	This Fis'l Y'r.
Customs	$760,265.42	$14,436,715.06	$91,447,748.08
Internal revenue	525,424.66	10,948,535.67	109,764,406.55
Miscellaneous	7,449.60	1,311,377.43	71,470,075.98
Total receipts	$1,293,139.68	$26,696,628.18	$272,682,230.61
EXPENDITURES.			
Civil and miscellaneous	250,000.00	5,675,000.00	70,128,443.05
War	100,000.00	3,686,000.00	43,622,562.34
Navy	137,000.00	1,957,000.00	22,351,768.68
Indians	30,000.00	687,000.00	6,673,166.23
Pensions	.....	11,958,000.00	100,818,073.52
Interest	100,000.00	5,100,000.00	28,339,556.31
Total expenditures	$617,000.00	$27,043,000.00	$271,931,570.13
Excess of receipts over expenditures	676,139.68	†346,371.82	750,660.48
NATIONAL BANK FUND.			
Deposits under act July 14, 1890	4,500.00	2,186,420.00	19,849,000.00
Redemptions under act July 14, 1890	91,435.00	2,014,195.00	10,878,273.00

REDEMPTION OF NOTES.	U. S. Notes. (Since 1879.)	Treasury Notes. (Since 1890.)	Total.
To date	$513,659,280.00	$91,443,567.00	$805,102,847.00
This fiscal year	19,152,252.00	1,547,766.00	20,700,018.00
This month	1,358,783.00	133,330.00	1,492,113.00
This day	56,783.00	4,420.00	61,203.00

*Net gold and bullion, including $100,000,000 reserved for redemption of United States notes, Section 12, act July 12, 1882. †Excess of expenditures over receipts.

MONEY AND EXCHANGE.

Money on call loans at 2 per cent.

Time money, 3½ per cent. for sixty days, 4 per cent. for longer periods. Commercial paper rates, 3½@4 per cent. for sixty to ninety days' indorsements, 4@4½ per cent. for first-class four to six months single names, and 4½@5½ per cent. for good names.

The Bank of England gained £543,351 bullion during the week, and the proportion of reserve to liabilities, which in the previous week was 45.77, became 44.10 per cent. The rate of discount was unchanged, at 3 per cent. The Bank of France gained 1,925,000f. gold, and 4,825,000f. in silver.

Foreign exchange market weak. Posted rates were $4.83 for sixty days and $4.85½ for demand. Actual rates were $4.81¼@$4.82 for sixty-day bills, $4.84@$4.84⅛ for demand, $4.84⅛@$4.84⅜ for cable transfers, and $4.81¼@$4.81¾ for commercial.

In Continental, Paris francs were quoted at 5.22½ for long and 5.21¼ for short, reichsmarks at 94 7-16 and 94¾, and guilders at 40 and 40 3-16.

New York exchange quoted as follows: Chicago—75@90c discount. Boston—S@15c discount. San Francisco—Sight, 20c premium; telegraphic, 22½c premium. New Orleans—Commercial, $1 discount; bank, par. Savannah—Buying, 1-16c discount; selling, 1-16c premium. Charleston—Buying, par; selling, 1-16c premium.

VERMILYE & CO.,

BANKERS,

NASSAU AND PINE STREETS, NEW YORK CITY.

27 STATE STREET, BOSTON.

Dealers in U. S. Government Bonds and other Investment Securities.

Deposits Received and Interest Allowed on Balances.

THE BANK OF NEW AMSTERDAM

Broadway and 39th St., N. Y.

CAPITAL, $250,000. SURPLUS, $250,000.

Solicits Business, Firm, Personal, and Corporate, from Americans.

FRANK TILFORD, President.

E. B. MOORE, Vice-Pres. G. J. BAUMANN, Cash'r.

NATIONAL BANK OF THE REPUBLIC

OF NEW YORK.

Capital and Surplus, $2,000,000.

THE

HUDSON RIVER BANK,

COLUMBUS AV. AND 72D ST.

Capital	$200,000
Surplus and undivided profits	136,827
	$336,827

OFFICERS:

FREDERIC R. ELLIOTT, President.
THOMAS A. McINTYRE, Vice President.
PETER SNYDER, Cashier.

[No. 3,415.]

REPORT OF THE CONDITION OF THE SEABOARD NATIONAL BANK of New York, in the State of New York, at the close of business February 18th, 1898:

RESOURCES.		
Loans and discounts		$3,589,511.88
Overdrafts, secured and unsecured		11.12
U. S. bonds to secure circulation		50,000.00
U. S. bonds to secure U. S. deposits		335,000.00
U. S. bonds on hand		5,000.00
Premiums on U. S. bonds		43,986.82
Stocks, securities, &c.		756,845.12
Due from National banks (not reserve agents)		512,417.89
Due from State banks and bankers		177,292.76
Checks and other cash items		3,653.67
Exchanges for Clearing House		1,201,007.91
Notes of other National banks		18,125.00
Fractional paper currency, nickels, and cents		633.55
Lawful money reserve in bank, viz.:		
Specie	$1,954,798.40	
Legal-tender notes	810,439.00	
U. S. certificates of deposit for legal tenders	340,000.00	3,105,282.40
Redemption fund with U. S. Treasurer (5 per cent. of circulation)		2,250.00
Due from U. S. Treasurer (other than 5 per cent. redemption fund)		2,000.00
Total		$14,803,217.12

LIABILITIES.		
Capital stock paid in		$500,000.00
Surplus fund		250,000.00
Undivided profits, less expenses and taxes paid		85,471.62
National bank notes outstanding		45,000.00
Due to other National banks	$7,382,653.71	
Due to State banks and bankers	2,050,864.38	
Individual deposits subject to check	3,358,193.96	
Demand certificates of deposit	166,248.00	
Certified checks	404,670.82	
Cashier's checks outstanding	280,114.33	
United States deposits	271,000.00	13,922,745.50
Total		$14,803,217.12

State of New York, County of New York, ss.:

I, J. F. THOMPSON, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief. J. F. THOMPSON, Cashier.

Subscribed and sworn to before me this 26th day of February, 1898. W. K. CLEVERLEY, Notary Public.

Correct—Attest:
S. G. BAYNE,
DANL. O'DAY,
STUART G. NELSON,
Directors.

Government and Municipal Bonds

BOUGHT AND SOLD.

Also First Mortgage Bonds of Established Railways.

Appraisements made or quotations furnished for the purchase, sale, or exchange of above securities.

LISTS ON APPLICATION.

N. W. HARRIS & CO.,

BANKERS,

NEW YORK—CHICAGO—BOSTON.

31 Nassau St. (Bank of Commerce Bldg.,) N. Y.

SPENCER TRASK & CO.,

BANKERS.

Bonds and Stocks Bought and Sold on Commission.

DEALERS IN

Investment Securities.

27 and 29 Pine St., New York.

State and James Sts., Albany.

A. A. HOUSMAN & CO.,

Bankers and Brokers,

52 EXCHANGE PLACE,

NEW YORK.

CURTIS & COMPANY,

Stocks, Grain, Cotton,

20 BROAD ST., NEW YORK.

Two private wires to CHICAGO BOARD OF TRADE.

Private wire to N. Y. COTTON EXCHANGE.

The Mercantile Trust Co

NO. 120 BROADWAY.

Capital and Surplus, $5,000,000

Interest allowed upon Deposits.

OFFICERS:

LOUIS FITZGERALD, President.
JOHN T. TERRY, HENRY B. HYDE, HENRY C. DEMING, } Vice Presidents.
GEO. H. SQUIER, Treasurer.
ERNEST R. ADEE, Secretary.
CLINTON HUNTER, Assistant Secretary.
WM. C. POILLON, Assistant Treasurer.

DIRECTORS:

Louis Fitzgerald,	Chauncey M. Depew,
John Jacob Astor,	Clement A. Griscom,
Marcellus Hartley,	John T. Terry,
Henry B. Hyde,	George J. Gould,
Eugene Delano,	A. J. Cassatt,
J. Roosevelt Roosevelt,	Thomas T. Eckert,
Henry G. Marquand,	James McCreery,
C. C. Cuyler,	Rudulph Ellis,
George L. Rives,	Henry M. Alexander,
John E. Searles,	James H. Hyde,
Edward D. Adams,	Charles H. Godfrey,
J. Hampden Robb,	John W. Hunter,
James W. Alexander,	James Stokes,
William H. Slocum,	Sidney Dillon Ripley,
George Coppell,	Henry C. Deming.
John J. McCook.	L. C. Weir.
Oliver Ames.	Henry B. Ely.

THE STATE TRUST CO.

100 BROADWAY.

Capital and Surplus, $1,800,000.

Acts as Trustee, Registrar, Transfer and Fiscal Agent of Corporations, and as Executor, Administrator, Trustee, Guardian, and Committee of Estates. Legal Depository for Court and Trust Funds. Takes full charge of Real and Personal Estates. Interest allowed on deposits.

FRANCIS S. BANGS, President.
W. A. NASH, Vice President.
MAURICE S. DECKER, Secretary.
H. M. FRANCIS, Treasurer.
H. B. BERRY, Trust Officer.

TRUSTEES.

Willis S. Paine,	Forrest H. Parker,
Henry H. Cook,	Charles Scribner,
Walter S. Johnston,	Charles L. Tiffany,
Joseph N. Hallock,	George W. White,
Edwin A. McAlpin,	Percival Knauth,
Andrew Mills,	Francis S. Bangs,
William A. Nash,	Francis Lynde Stetson,
George Foster Peabody,	Thomas A. McIntyre,
J. D. Probst,	Edward E. Poor.
Henry Steers,	Anson G. McCook,
George W. Quintard,	R. A. C. Smith,
Thos. F. Ryan.	

METROPOLITAN TRUST COM'Y

OF THE CITY OF NEW YORK.

Capital, $1,000,000 } 37 and 39 Wall St.
Surplus, 1,000,000 }

Designated by order of the Supreme Court as a legal depository. Will receive deposits of money on interest, act as fiscal or transfer agent, or trustee for corporations, and accept and execute any legal trust from persons or corporations on as favorable terms as other similar companies:

BRAYTON IVES, President.
FREDERICK D. TAPPEN, Vice President.
CHAS. M. JESUP, 2d Vice President.
BEVERLY CHEW, Secretary.
RAYMOND J. CHATRY, Assistant Secretary.

TRUSTEES:

MORRIS K. JESUP,	D. O. MILLS,
DUDLEY OLCOTT,	FRED'K D. TAPPEN,
GEO. A. HARDIN,	C. P. HUNTINGTON,
EDWARD B. JUDSON,	BRADLEY MARTIN,
J. W. ELLIS,	HEBER R. BISHOP,
ROBERT HOE,	J. HOWARD KING,
WILLIAM L. BULL,	HENRY B. PLANT,
RICHARD MORTIMER,	WM. H. TILLINGHAST,
SAMUEL THOMAS,	GEO. HENRY WARREN
JOHN E. PARSONS,	ROSWELL P. FLOWER,
JOHN T. TERRY,	HAMILTON SMITH,
BRAYTON IVES,	HALEY FISKE.

ATLANTIC TRUST CO.

39 WILLIAM STREET, NEW YORK.
ESTABLISHED 1887.

Capital . . . $1,000,000

DOES BANKING AND TRUST BUSINESS.
ALLOWS INTEREST. MANAGES ESTATES.
MAKES INVESTMENTS AND COLLECTIONS.

L. V. F. Randolph, Prest. John Alvin Young, Secy.

TRUSTEES.

Joseph H. Chapman,	Lewis Cass Ledyard,
Wm. Carpender,	C. D. Leverich,
Joel Francis Freeman,	Leander N. Lovell,
Andrew H. Green,	W. H. H. Moore,
Charles R. Henderson,	Matthias Nicoll,
John F. Halsted,	L. V. F. Randolph,
Clifford A. Hand,	Anton A. Raven,
Wm. B. Isham,	John L. Riker,
W. R. T. Jones,	H. H. Rogers,
Martin Joost,	Frederick Sturges,
Alfred Wagstaff.	

Chas. T. Wing & Co.

BONDS,

18 WALL STREET, NEW YORK.

Frank E. Wing. Henry A. Glassford.
Edward N. Gibbs, Special.

HATCH & FOOTE,

Bankers and Brokers,

Investment Securities, Stocks & Bonds

Bought and Sold on Commission.

No. 3 Nassau & 18 Wall St., N. Y.

Established 1867. Members N. Y. Stock Exchange.